

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons.....Captain H. D. Jones.
"POWAN," 2,338 "....." W. A. Valentine.
"FATSHAN," 2,250 "....." R. D. Thomas.
"HANKOW," 3,073 "....." G. V. Lloyd.
"KINSHAN," 1,995 "....." J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons.....Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express).

CANTON-MACAO LINE.

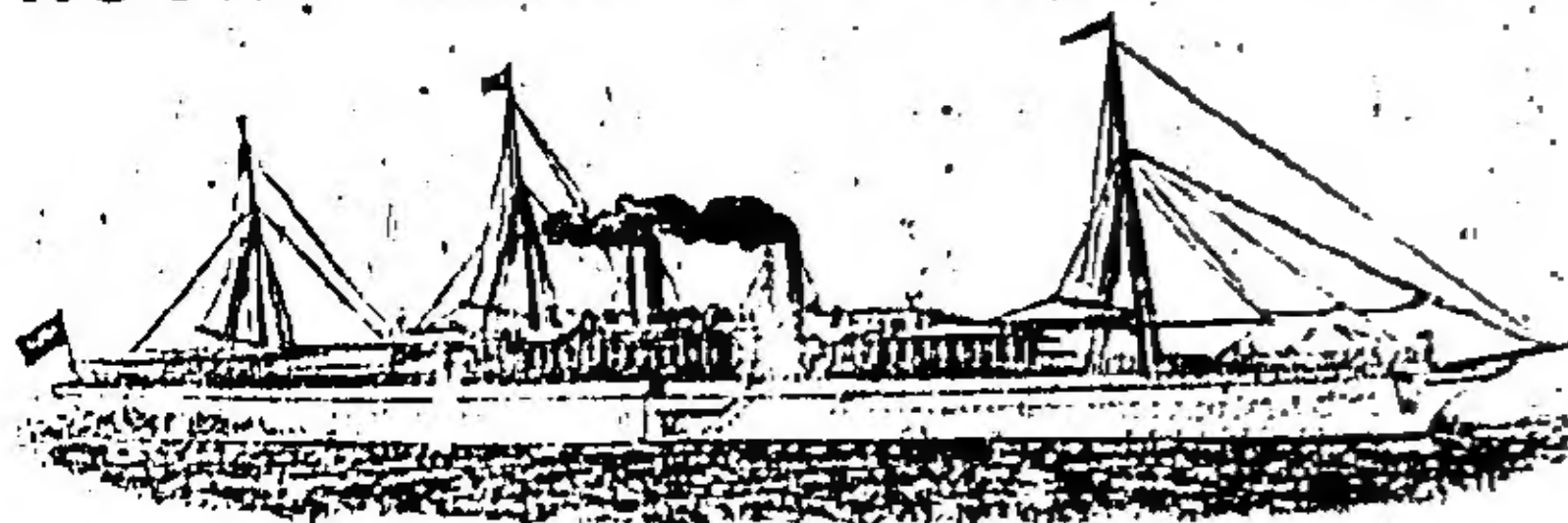
S.S. "LUNGSHAN," 2,119 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Willox.
"NANNING," 569 "....." C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahoning, Kunchak, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hai, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF INDIA" 4,000 THURSDAY, August 31.....September 17
"ATHENIAN" 3,882 WEDNESDAY, September 12.....October 6
"EMPRESS OF JAPAN" 6,000 THURSDAY, September 27.....October 15
"MONTEAGLE" 6,163 WEDNESDAY, October 3.....October 27
"EMPRESS OF CHINA" 6,000 THURSDAY, October 25.....November 13
"TARTAR" 4,475 WEDNESDAY, October 31.....November 24
"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate or 2nd Class.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
H. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya.
Hongkong, 18th August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. (Leaves from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting).

FARES:—Week Days, 1st Class, including Cabin and servant, Single, \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.
1st Class—Single, \$4; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
2nd Class—Single, 40 cents; Return, 60 cents.
3rd Class—20 cents each trip.
Steering—20 cents each trip.

All Meals can be supplied on Board at 1s each Meal.
First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Mail Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 Tons.....T. R. MEAD.
"KWONG TUNG" 1,238 ".....H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey...\$4
Meals.....\$1 each.

ALSO
Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.
FARES:
1st Class single \$1 with cabin berth.....\$2.00
return \$2 " " " ".....3.00
Servants' passages must be paid for.
Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES:
PRINZ EITEL FRIEDRICH.....WEDNESDAY, 29th August.
SACHSEN.....WEDNESDAY, 12th September.
PRINZ HEINRICH.....WEDNESDAY, 26th September.
GNEISENAU.....WEDNESDAY, 10th October.
PRINZ LUDWIG.....WEDNESDAY, 24th October.
PRINZESS ALICE.....WEDNESDAY, 7th November.
PREUSSEN.....WEDNESDAY, 21st November.
ROON.....WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD.....WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd January, 1907.
ZIETEN.....WEDNESDAY, 16th January.
PRINZ HEINRICH.....WEDNESDAY, 30th January.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

* TO NEW YORK VIA SUETZ:
Via NAPLES, GENOA OR GIBRALTAR.....64. 0. 0. 44. 0. 0. 25. 0. 0.
Return.....115. 0. 0. 79. 0. 0. 47. 0. 0.
Via BREMEN OR SOUTHAMPTON.....58. 0. 0. 46. 0. 0. 27. 0. 0.
Return.....123. 0. 0. 83. 0. 0. 49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
WILLEHAD.....4,763.....TUESDAY, 21st August, 6 P.M.
PRINZ WALDEMAR.....3,227.....TUESDAY, 18th September.
PRINZ SIGISMUND.....3,303.....TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at 6 P.M., the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return £54.-	£36.-
TO SYDNEY	£33.-	£23.-	£15.-	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class Steamer.....£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.
FOR STEAMERS ABOUT
YOKOHAMA & KOBE.....PRINZ WALDEMAR *.....WEDNESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ HEINRICH.....WEDNESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....GNEISENAU.....WEDNESDAY, 12th September.
* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....£62. 0. 0.
TO BREMEN.....63. 10. 0.
TO PARIS VIA CHERBOURG.....65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 17th August, 1906.

MELCHERS & CO.,
AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock; and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

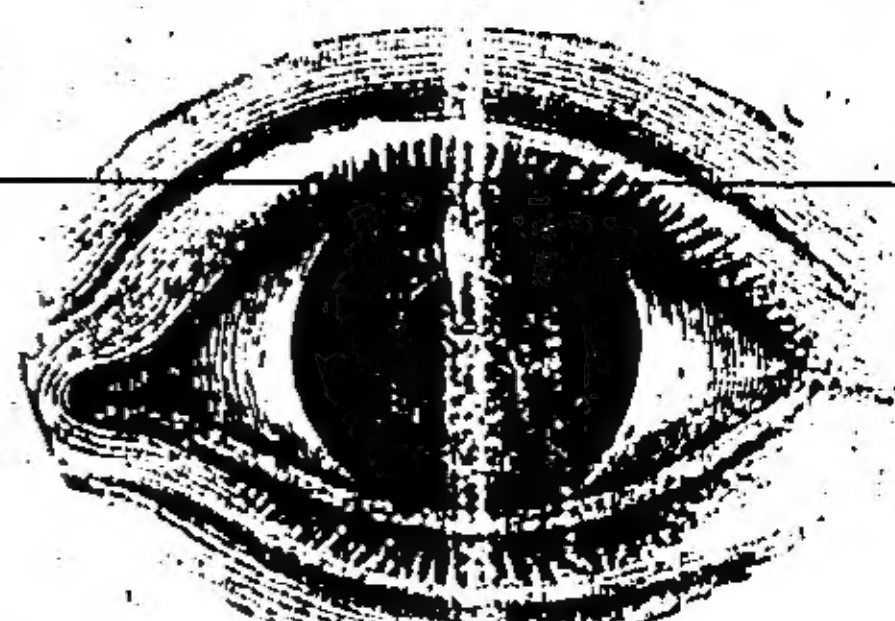
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootta, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Speciales for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
THE steamers sail from HONGKONG to SHANGHAI, SHUHHING, TARKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30.
These steamers have excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—
BUTTERFIELD & SWIRE,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 15th August, 1906.

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TUEORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.
PRICE \$10.50 per case of 12 bottles (quarts) or 6 dos. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 19th January, 1907.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHY.
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGINGS AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 12th September, 1907.



FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for "GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAY KWONG CO.,
100, Des Voeux Road Central,
Hongkong, 1st August, 1906.

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Intimation.

SPECIAL.

Powell's

ALEXANDRA

BUILDINGS

Are now showing a
Splendid Variety

of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND

and

DRILL

SKIRTS

Well Cut,

Newest Shapes,

from \$5 each.

MUSLIN

BLOUSES

Smart, Dainty.

All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.

Latest Shapes,

from \$1.50 each.

LINEN BELTS

will wash splendidly—
can be laundered like
a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 11th August, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,

8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
20th August, at 12 o'clock Noon, for the purpose
of receiving the Report of the Directors and the
Statement of Accounts to the 30th June, 1906.The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th July, 1906.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per
Share, declared at the Ordinary Half-
Yearly Meeting of Shareholders held this day,
will be Payable at the Hongkong and Shanghai
Banking Corporation, on and after WEDNES-
DAY, the 15th August, 1906.Shareholders are requested to apply to the
Office of the Company for WARRANTS.

By Order of the Board of Directors,

W. E. CLARKE,

Acting Secretary.

Hongkong, 14th August, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of SEVENTY-FIVE CENTS per Share
payable to all Shareholders whose names were
on the register on that date.DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 31st July, 1906.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NO DESPAIR,

but without a doctor's bill or falling into
the deep den of quackery, may safely, speedily
and economically cure himself without the know-
ledge of a second party. By the introduction of
THE NEW FRENCH REMEDY

THERAPION.

a complete revolution has been wrought in this de-
partment of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.THERAPION No. 1—A Sovereign
Remedy for discharges from the urinary
organs, suppurating cystitis, the use of which
does irreparable harm by laying the foundation
of stricture and other serious diseases.THERAPION No. 2—A Sovereign
Remedy for primary and secondary skin
eruptions, eruptions, and eruptions of the
face, and all those complaints which merely
disfigure and are popularly but erroneously
supposed to be curable. This preparation purifies the
whole system through the blood and thoroughly
eliminates all poisonous matter from the body.THERAPION No. 3—A Sovereign
Remedy for debility, nervousness, impaired
vision, sleeplessness, indigestion and incapacity for
business or pleasure, loss of appetite, blushing,
indigestion, pains in the back and head, and all
those disorders resulting from early error and
excess which the faculty so persistently ignore,
because so impatient to cure or even relieve.THERAPION is sold by all Chemists
throughout the world. Price 1/6 per bottle. 2/6
per bottle. 4/6 per bottle. State which of the three
numbers required, and observe that the word
"THERAPION" appears on the wrapper. Government
Stamp (in white letters on a red ground) affixed
to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. B. WATSON & Co., Ltd.,

Hongkong, China and Manila.

KWONG SANG & Co.,

No. 79, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
AND DEALERS in Ladies' and
Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

To Let.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS, on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 15th August, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNITSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906.

SHAMKUN, CANTON.

TO LET.

No. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906.

TO LET—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,

"Idlewild,"

Seymour Road.

Hongkong, 31st July, 1906.

TO LET.

No. 1, ANTRIM VILLAS, Des Voeux Road,
KOWLOON,
(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & ROUGH,

8, Des Voeux Road Central.

Hongkong, 28th July, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rent.EUROPEAN FLATS in "WILD DELL,"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906.

TO LET.

No. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 8th August, 1906.

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PURE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVED.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and
CAKES.CROISE and BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.

Hongkong, 21st July, 1906.

IN THE SILENCE.

BY ARTHUR DAVISON PICKER.

The lilies are dead
In their shadowy fold.
Has the last word been said
Ere we greet the night's cold?
Must we go forth with silence between us,
Knowing our story is told?I think the hurt bird
Cometh never again.
Nor the intimate word,
After bruising of pain,
Doth return through the silence of twilight,
Through the twilight of shadowy rain.My word shall not make
Any moan at thine ear.
Lest thy heart should awake,
And listen, and hear,
And two hearts should wait where one
waiteth for music that draweth not near.Tho the dreams be not dead
In their shadowy fold.
Lest no word be said
Ere we turn and grow old.
Tho I tremble, I gird up my strength; know-
ing our story is told.

—From The Smart Set (July).

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week,
Messrs. E. S. Kadoria & Co. write on 17th
inst.:—There has been a fair demand for most
of our stocks during the week under review
and rates generally have been well maintained
while some show a slight improvement on pre-
vious quotations.Banks.—Hongkong and Shanghai Banks
have ruled very steady and sales have taken
place at \$85. The London quotation has ad-
vanced to £94.10s. Nationals were negotiated
at \$47.Marine Insurances.—Canton has declined
to \$330 and are quiet at this rate. Unions are
also slightly easier and can probably be ob-
tained at \$800. In other Northern companies
we have nothing to report.Fire Insurance.—There are no changes in
quotations but both stocks close firm and in
demand, viz. Hongkong Fires at \$320, and
China Fires at \$91.Shipping.—Hongkong, Canton and Macao
Steamboats are wanted at \$24 ex the dividend
of \$1, paid on 15th inst. China & Manilla are
quoted at \$21. Douglases are unchanged.
Indo-China have advanced and were done at
various rates up to \$73 owing to inquiries
coming from the North. A few Shell Trans-
ports can probably be placed at 27½. Star
Ferries both old and new are unaltered.Refineries.—China Sugars have further de-
preciated and are obtainable at \$147½. Luzons
have buyers at \$214.Mining.—During the early part of the week
Raub changed hands at \$64 but later on busi-
ness was done at \$7. We are advised by cable
that the result of the crushing for the past four
weeks is 909 ozs. smelted gold from 5,687 tons
of stone.Docks, Wharves and Godowns.—Hongkong
& Whampoa Docks are a little weaker and are
on offer at \$152. Shanghai Docks were placed
in the early part of the week and were strong
at various rates up to \$110, but the market
has since reacted to \$107 at which rate there
are buyers. Hongkong Wharves have improved
to \$124½ no doubt in consequence of the
interim dividend of \$1.8 which the Company
has declared.Lands, Hotels and Building.—Hongkong
Lands have received but little attention and
remain the same. Kowloon Lands and West
Points are without business and neglected.
Business has been done in Hongkong Hotels
at \$120 closing in further request at this rate.
Humphreys' Estates are procurable at \$114.Cotton Mills.—Sales have been effected of
Ewos at \$14. 79 while Internationals and Laou
Kung Mows have both appreciated and con-
tinued in favour, the former at \$14. 6; and the
latter at \$14. 8. Hongkong Cottons can be
sold at \$14.Miscellaneous.—Green Island Cements were
disposed of at \$24½ closing with further sellers
at this rate. China Borneos are a stronger and
have been fixed at \$12. China Light
and Powers are inquired for at \$10½ and China
Providents are also in fair demand at \$9½.
Hongkong Electrics are on the market at \$14½
and Steam Waterboats are quoted at \$8.
Langkats have strengthened their position con-
siderably and are now asked for at the im-
proved rate of \$14. 240. We have nothing further
to report under this heading.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	21 1/2
Do. demand	21 9/16
Do. 4 months' sight	21 13/16
France—Bank T.T.	26 1/2
America—Bank T.T.	21 1/2
Germany—Bank T.T.	21 1/2
India T.T.	158 1/2
Do. demand	159
Shanghai—Bank T.T.	9 1/2
Singapore T.T.	9 1/2
Japan—Bank T.T.	104
Yan—Bank T.T.	138 1/2

4 months' sight L/C	21 15/16
6 months' sight L/C	21 15/16
30 days' sight San Francisco & New York	52 1/2
4 months' sight do.	53
30 days' sight Sydney and Melbourne	22 3/16
4 months' sight France	27 1/2
6 months' sight do.	27 1/2
4 months' sight Germany	22 1/2
Bar Silver	36 9/16
Bank of England rate	34 1/2
Sovereign	9 3/8

Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority
of us that we do not get quite the amount of
happiness we are entitled to. Among the count-
less things which tend to make us more or less
miserable ill health takes first place. Hannah
More said that sin was generally to be attrib-
uted to biliousness. No doubt a crippled
liver with the resulting impure blood, is the
cause of more mental gloom than any other
single thing. And who can reckon up the
fearful aggregate of pain, loss and fear
arising from the many ailments and diseases
which are familiar to mankind; like a vast
cloud it hangs over a multitude no one
can number. You can see these people every-
where. For them life can scarcely be said to
have any "bright side" at all. Hence the
earnestness with which they search for relief and
cure. Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the
confidence of the people by bald assertions
and boasting advertisements. They are
obliged to win it by doing actually what is
claimed for them. That this remedy deserves
its reputation is conceded. It is palatable as
honey and contains the nutritive and curative
properties of Pure Cod Liver Oil, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry.
Nothing has such a record of success in Scrofula,
Anemia, Throat and Lung Troubles, and
emaciating complaints and disorders, that tend
to undermine the foundations of strength and
vigour. Its use helps to show life's brighter
side. Dr. H. L. Kelly, B.A., M.D., L.R.C.S.,
Edinburgh.—L.R.C.P., London.—Physician
Woman's Hospital—Professor University of
Bishops College, Canada, says: "I have much
pleasure in stating that I have used it in cases
of debility and have found it to be a very
valuable remedy as well as pleasing to take."
You can take it with the assurance of getting
well. It never disappoints. Sold by all
chemists.

THE TRADE MARKS ORDINANCE.

1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.NOTICE is hereby given that BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, Registered Office Cecil Cham-
bers, 86, Strand, London, W.C. England;
Tobacco Manufacturers, has on the 8th day
of May, 1906, applied for the registration in
Hongkong in the Register of Trade Marks of
the following Trade Marks—in the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim
to be the sole proprietors thereof.The Trade Marks have been used by the
applicants in respect of the following goods—
MANUFACTURED TOBACCO, IN CLASS 45.
Dated the 19th day of July, 1906.DENNIS & BOWLEY,
Solicitors for the Applicants.

THE PUBLIC HEALTH AND BUILD- INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:

- Whether the administration of the Sani-
tary and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.
- Whether any 'irregularity' or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the undersigned.Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioner makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER

**SPARKLING
INVIGORATING
HEALTH-GIVING.**

During the Hot
Damp Weather when
Heavy Drinks are out
of the questions, one's
thoughts naturally
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts... 4.20

Per Case of 8 doz. pints... 16.50

Per Doz. pints... 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 18th August, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum

WEEKLY—\$18 per annum

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

An extra charge of 10 cents per copy sent by post.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At No. 12, Arbuthnot Road, on the 18th August, 1906, the wife of CHARLES MOONEY, of a daughter.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 18, 1906.

THE GOVERNOR-IN-COUNCIL AUTOCRACY.

Now that the New Territories are being opened up, through the regenerative influences of railway development, interest has been aroused as to the prospects of this *terra incognita* from the point of view of the investor and the merchant. We have previously noted the fact that some of the most influential business men in the Colony have been at pains to prove to their own satisfaction at least that mineral deposits abound in the New Territories, and experienced prospectors who have explored the ground have given the assurance that the deposits are not confined to the surface but extend in well-defined lines through the strata of the district. Especially is this the case with respect to iron ore, which has been located, tested and found to exist in paying quantities. But the gradual extension of the railway accompanied as it is bound to be by the exploiting of the district for commercial and other purposes must lead to a consideration of the conditions under which land may be prospected and leased. The fact that the early prospectors found sufficient evidences of mineral wealth within the small area over which they travelled has not escaped the notice of that large body of people who are always on the outlook for profitable investments or favourable speculations. Indeed there is reason to believe that

various parties have at different times made short journeys into the interior with the object of forming some idea as to the future of the New Territories. That all are convinced there is a bright prospect in front of those who are first on the field may be accepted as a fact. But even if there should be misgivings on the part of a few of the opportunity afforded of participating in the development of the country will appeal to the majority of people. And in these days, the knowledge that mineral wealth has been located, and analysed to the satisfaction of the promoters of the prospecting excursions, is not likely to deter others from seeking a share in what may prove to be a new bonanza. For these reasons attention will be directed to the terms of the Ordinance which governs the searching for minerals and the leasing of lands. A bill was introduced into the Legislative Council "to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals." The bill consisted of only five clauses and it passed the Council at two sittings. But although the Ordinance appears so simple at a first glance, a little consideration will show that it contains principles which are repugnant to British ideas of justice and fair play. In the first place, this Ordinance confers on the Governor, or the Governor-in-Council which is very much the same thing, the power to grant concessions to companies, syndicates or private individuals the right to prospect in the New Territories. And also empowers the Governor, or Governor-in-Council (the section is somewhat vague) to grant licences for the working of mines and minerals. There is no reference here to the opinion of the community. The whole matter rests in the hands of the Governor and a few officials who may or may not be swayed by private inclinations or private prejudices. For instance, should it come to the knowledge of some persons interested in the development of the New Territories that another party had decided to apply for mining rights over a certain area they might possibly make application for such rights in order to forestall their rivals. Should the latter also apply for the same rights it would rest with the Governor-in-Council to say which of the parties should be favoured by the Government. It may be said that the Governor-in-Council will endeavour to act in the most judicious manner in dealing with rival applicants and keep in the forefront the advantages likely to be derived by the country from the entrance of the rival claimants. But there is always a bias in the mind, and should the Governor-in-Council grant an application to an alien syndicate for example, rather than to a company of British merchants, even the Governor-in-Council would not escape from the suspicion that there had been prejudice and double-dealing, not to say hanky-panky, somewhere. Of course, we all repose the utmost confidence in the Governor and those who advise him in these matters, but even the Governor is not omniscient, and in these matters there are wheels within wheels which might affect a decision one way or the other. The point is this that as the Ordinance stands it gives far too much power to the Governor-in-Council. It includes honest competition and may deny a man the fruits of his labour. How can the Governor-in-Council, or any other body for that matter, which works behind closed doors and gingerly whispers secrets of vital importance to the community, how can the Governor-in-Council which has only an official view of affairs and cannot appraise the value of the arguments set before it because they are not open to be controverted give a decision which is absolutely fair and just in every case? Why should a concession be granted by a body with autocratic powers—a body which is here to-day and gone to-morrow, and responsible to nobody but itself. What has the Governor-in-Council to do with leases at any rate? If a party desires a lease let him bid for it in the public market. Let the competitors fight it out—at least, let everything be above board so that we may know how we stand. This hole-and-corner business is becoming a public nuisance in Hongkong. In ordinary cases the Government is quite content to put up Crown lands to public auction, and so far that system of open dealing seems to have worked without damage to anybody's interests. The question of the New Territories is vastly more important, and why such matters as leases of land in that district should be given at the whim of this or that official for no good reason, it may be, and possibly for no reason whatever, except some inward predilection for the applicant, it is impossible to say. The Governor-in-Council may be like Caesar's wife for all we know, but even Caesar's wife would be called to the bar of public opinion in these iconoclastic days. When the Ordinance which confers these illimitable powers on the Governor-in-Council first came before the Council members might have looked for the reasons for its introduction. If so, they read that: "The object of this Bill is fully stated in the title thereof"—and members could grope in the dark as they pleased. The fact is the only thing this Ordinance does is to

make the Governor-in-Council supreme over the New Territories, with full powers to give or withhold, to confer a boon or withdraw a favour. The Sultan could scarcely claim more autocratic powers: the Tsar never possessed them. In the 4th section of the Ordinance it is laid down that: "It shall be lawful for the Governor to grant and agree to grant, and to give such leases as may be declared by the Governor-in-Council to be expedient to be granted for the purpose of working such mines, metals or minerals." etc. Why "the Governor" and not the "Governor-in-Council"? Was it purposely determined that the Governor should be in position to refuse, if necessary, his consent to the advice of the Executive Council? If the "Governor-in-Council" is to do everything else why should the "Governor-in-Council" be left out in the cold when it comes to the actual granting of leases, and that for no less a period than 75 years? The Ordinance is, on the face of it, an anomaly even in the vicious principle of government by bureaucracy. It is founded on the Star Chamber; we are to have in Hongkong another Council of Ten. Let the Government say at once that its mind is made up regardless of facts; that honest competition is not wanted, being effete, absurd, and contrary to official ideas. However, the law is there and the Government will stand by it rather than satisfy itself. Under the Ordinance, the Governor-in-Council was empowered to frame regulations as to fees, rents and royalties to be paid in respect of licences and leases. These regulations appeared in the *Gazette* last week, and one of the regulations was that each mining lease should provide for the payment of a royalty in respect of each species of metal, etc., for which licences had been granted. It was also provided that the payment of such royalty should be at a rate not exceeding 5 per cent. of the estimated market value of the metal or mineral. To-day a *Gazette Extraordinary* announces that the rate for iron ore has been fixed at 10 cents per ton. That would seem to indicate the intention of the Government to put the Ordinance and regulations into force immediately. We can only say that we think it is to be much regretted that the Government has been led to adopt such miserably unsatisfactory methods in dealing with a matter which vitally concerns the development of the New Territories and the prosperity of Hongkong. There is not an unbiased business man in Hongkong who does not adversely criticise the terms of the Ordinance.

THE HARBOUR NUISANCE.

The action of the Hon. Captain Barnes-Lawrence, R.N., in severely reprimanding the masters of several launches for the intolerable nuisance caused by the excessive and unnecessary use of their steam whistles will be universally endorsed. From early morn till dewy eve the harbour resounds with the car-racking, nerve-destroying fulminations of vagabond launches. Even in the dead of night, when one might be inclined to think that the Arabs of the bay could proceed without a continual variation of clamant discordancy, the hooting and shrieking of the whistles continue unabated. The masters of the steam launches seem to take a fiendish delight in piercing the stillness, and they have cultivated the art so assiduously that they can run up the whole gamut of discord without a single repetition. During the busy period of the day, the whistling is partly drowned by the hum of the city, but afterwards it is painfully patent. We all had the idea that there was some illegality in the perpetual clamour created by the launches, but we suffered in silence, although there must have been many an uncanonical sound stifled in private. Were it necessary that the launches should be continually emitting these raucous noises we might possibly endure them, but when we know that they are needless and unlawful the pain is all the more intense. Fortunately, the Harbour authorities have taken the matter in hand, and inaugurated a campaign against the disturbers of the peace. The masters of three launches were charged before the Harbour Master yesterday with "unlawfully using the steam whistles" of their launches. One of the defendants, it was stated, gave a couple of blasts when one only was necessary; another repeated his so-called signals out of pure joyousness of spirit; while the third man blew "long blasts" without rhyme or reason. Anyone who has stood on Blake Pier in the evening must have been struck by the happy heedlessness with which the masters of launches give vent to their feelings, through the medium of the steam whistles. They curse and swear at each other in the most atrocious fashion, and if there is no other launch or sampan in sight they deride the horizon. That sort of thing should be put down with a firm hand. The three men who came before the Harbour-master yesterday may consider themselves lucky in getting off so cheaply as they did. Captain Barnes-Lawrence will have the support of the community should he deal sternly with those who contravene the law by making night and day hideous with their steam whistles. It is to be hoped, however, that the owners and masters of steam launches will be informed of the Harbour-master's remarks, and abide in future by the letter of the law.

A HONGKONG "SCANDAL."

Once again Hongkong has risen nobly to the occasion. Afraid that the attention of the world would be diverted from the doings of the premier port of the world by the attractions of the Chicago meat-packing scandals, Hongkong has produced a meat episode of its very own. Better to be reviled than unnoticed is the motto of Hongkong, and accordingly our thoughts are now directed to pigs. Not the succulent variety of the fine, fat, fleshy pigs of the mainland, but the pigs which have refused to live in Hongkong. The question of pigs comes naturally to the mind in the Far East, for was it not in China that the beauties of "crackling" were first discovered? Consequently we leave to Chicago the honour of converting calves into pig-men while we seek to recall the wavering allegiance of the world to the fact that the pig question is all important in the outpost of the Empire. The "scandal" is truly serious, and were it not that people in Hongkong are of a phlegmatic cast of mind and afraid of the bogey of sensationalism it is quite possible that the question of serving up dead pig as prime pork would shake the Government to its base. The local authorities have built a very fine abattoir for the reception and slaughter of the Chinese delicacy, but they demand that the pig shall arrive in the full possession of its faculties, in order that it may have all the advantages of modern science when about to shuffle off this mortal coil. But pigs are ever obstinate, and it occasionally happens that despite the best efforts of the owner, a pig will die a natural death, without the benefit of clergy, so to speak. In that event, the pig is regarded as an outcast, an unconsecrated heathen, unfit to grace the festive board of aristocratic Hongkong. Unfortunately, this depravity on the part of the pig means financial loss to the Chinese owner and a pig has been evolved whereby the pig shall be compelled to do its duty. The sanitary authorities, as usual, have laid down hard and fast rules on the subject of pigs; they declare that pigs which are to adorn the sideboards of our gentry must have spent 48 hours in the abattoir prior to the happy despatch, grumping up the sundry crusts and jetsam flung to it by the over-anxious owner. Then having proved itself worthy, the pig may be sent on a fair journey after being stamped and ticketed with the official marks of grace. But when a pig refuses to live in sight of the abattoir the owner induces some friends to introduce the dead pig into the refuge as that its attempt to evade the stamp-duty may be thwarted. That is against the law, but the scheme is occasionally successful. Yesterday, however, a couple of coolies were detected at the game—probably the healthy, dutiful and straightforward grunter objected to the presence of an imposter. The coolies, who are little better than body-snatchers, were taken before the Magistrate and charged. Their defence was most conclusive of the malignity of pigs in general and this pig in particular. It did not realise that it was a pig in clover when it came to the abattoir and the sight of the Inspector shocked it. Indeed, it was shocked to death, or as the coolies put it—"When the Inspector approached the pig died." This was in utter and disgusting disregard of all the rules and regulations. The Magistrate was lenient—too lenient some may think, but perhaps Mr. Gompertz does not eat pork, or again he may have had an eye on the sensational aspect of the case. Because the pig willfully and notoriously contravened the law, the coolies were fined \$5 each. The pig Inspector bravely endeavoured to show that the practice of dumping dead pigs was a common one, so here we have all the elements of a first-class, gold-mounted, silk-lined, triple-expansion world-upheaval. What becomes of the dead pigs? Are they converted into poited quail or stuffed snipe; or do they reappear as baby's food, nerve revivers, fat reducers or Kennedy Tonic kippers? That is the question of the day. Chicago may well look to its laurels, for Hongkong refuses to stand in the background. If there is to be a "scandal" then Hongkong must be heard on the subject.

LOCAL AND GENERAL.

THE German mail of the 18th July was delivered in London on the 17th inst.

HIS Excellency the Governor-in-Council has decided that the Mount Davis cemetery shall be closed on and after the 31st day of December, 1906.

DURING the 24 hours ended noon to-day one case, not fatal, of plague was reported, being that of a Chinaman in Nullah Lane. This makes the total for the year 289.

THE Governor has fixed the rate at which royalties are to be paid for the remainder of the current year in respect of iron ore at 10 cents for every ton of ore when ready for exportation or for smelting or reducing.

A JAPANESE named Taka Hoshi, of 133, Queen's Road East, was placed before Mr. H. H. J. Gompertz, at the Police Court, this morning, by Policeman Downie, for being drunk and disorderly near Ship Street, last evening. The defendant pleaded guilty and was fined \$5.

THE NEW K. C.

COURT CONGRATULATIONS.

When his Honour the Chief Justice, Sir Francis Pigott, took his seat in the Criminal Sessions Court this morning, before proceeding with the business before the Court, addressing the Hon. Sir Henry Berkeley, K.C., Attorney-General, he said that this was the first occasion on which the Court had met since His Majesty had been graciously pleased to confer on the Hon. the Attorney-General the dignity of the appointment of King's Counsel. It was, perhaps, somewhat "gilding the rose," said his Honour, but it was an honour which was well bestowed. It had been the custom here that the Attorney-General need not necessarily hold the title of King's Counsel, and therefore the honour was the greater, and his Honour wished to congratulate the Hon. the Attorney-General on the dignity conferred upon him by His Majesty.

The Hon. Sir Henry Berkeley, K.C., thanked his Honour for his kind words, and the business of the Court proceeded.

THE THIRSTY POLICEMAN.

A COSTLY "WET."

The thirsting which Indian policeman No. 678 had yesterday landed him before Mr. F. A. Hazland this morning. He was on duty on the Peak Road yesterday when he saw a coolie coming in his direction with two baskets of mineral waters slung across his shoulder on a bamboo pole. He could hold his thirst no longer so he approached the coolie and begged for a bottle of soda water. The coolie replied that the minerals were not his property; if they were the officer was welcome to the whole basket; and he proceeded on his way. The policeman went after the coolie, snatched the order-book out of the basket and banged the coolie over the head with it, knocking him down. Naturally the basket of minerals fell to the ground and nine bottles of soda exploded. The Indian went on his way and the coolie returned to "Blue Bungalow" the Peak, and reported the matter to his mistress, giving the number of the policeman. The mistress wrote to the Captain Superintendent of Police about the matter, and the policeman was charged. He was placed before Mr. F. A. Hazland this morning, by Inspector Warnock, on a charge of assault. The defendant, of course, denied the charge; he did not know the coolie, never saw him during his residence in the Colony, and such like excuses, but the Court held him guilty of the charge. He was made to pay a fine of \$25, and the coolie instructed that in case the policeman gave him any trouble in the future he was to complain to the police.

THE BILL POSTING NUISANCE.

POLICE ON THE WARPATH.

Inspector Smith placed two Chinamen before Mr. F. A. Hazland, at the Magistracy, this morning, on a charge of affixing posters on the walls of the old harbour office, early this morning, without the consent of the Government. The manner in which the defendants were arrested was very amusing. The police say that the bill-posters start work very early in the morning and leave traces of their visits even on walls that bear the sign, "Post No Bills." They start at an early hour simply because they think there is no one about to interfere with them. This morning, while an Indian policeman was passing the old harbour office, he noticed a coolie on the top of a ladder in the act of posting an immense Japanese poster, while a small boy was looking on with another bundle under his arm. When he saw the police he cleared, but the man on the top of the ladder was too busy to see that. The policeman approached the ladder and told the bill-poster to come down. He declined. The policeman pulled away the ladder from under the Chinaman and left him hanging by his hands on the ledge of the wall, while the brush which he held in one hand for sticking the poster, dropped on the upturned face of the policeman, leaving his face covered with paste. The Chinaman was then dragged down by the legs. The bill posting nuisance not only annoys the public but the police come in for a share of it. Some time last week a huge poster was affixed to the notice board of No. 5 Police Station covering important notices on the board. The defendant pleaded guilty, saying that they did not know the law. His Worship fined the bill-poster \$5, and the little boy, who took to his heels when he saw the policeman, was discharged with a caution.

TENDERS are invited for the erection of a Time Ball Tower at Blackhead's Point, Kowloon.

AT the instance of Lance-sergeant Clyde, eight chair coolies were placed before Mr. H. H. J. Gompertz, at the Magistracy, this morning, charged with keeping a common gaming house at No. 2, Ezra Lane, last night, and gambling on the premises. The charge being proved, his Worship fined the leader \$25, and the remainder \$3 each.

A PLOT of land at Kai Lung Wan having an area of about 12 acres with the following boundaries:—north: Farm Lots 14 and 15 and the Jubilee and Pokfulam Roads; south: the present Kai Lung Wan cemetery; east: the Pokfulam Road; west: Farm Lot 15, has been set apart for a Chinese cemetery from 1st January next.

OUR readers are reminded of the Volunteer Promenade Concert which takes place this evening on the Volunteer parade ground. As this concert is being given in aid of the Mission to Seamen, a very deserving object, it is hoped that there will be a large attendance—especially as the weather conditions appear to give every promise of being favourable.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

ANOTHER LAUNCH PIRATED.

TWENTY PASSENGERS WOUNDED.

PIRATES SECURE VALUABLE BOOTY.

[From Our Own Correspondent and by Arrangement with the CANTON Daily News.]

Canton, 17th August,
6.20 p.m.

The steamer *Kaiping* was attacked by a gang of pirates on Wednesday, 15th inst.

Thirty passengers, who had embarked on the vessel, suddenly revealed their true character, when the *Kaiping* was opposite Kaichuhou.

Several of those on board attempted to overpower the pirates, with the result that a sharp fight took place. Twenty of the passengers and crew were wounded in the mêlée.

The piratical gang ransacked the *Kaiping* and, when they had collected their booty, it was passed into two small boats which were in waiting.

It is rumoured that the pirates succeeded in carrying off money and goods to the value of 6,000 taels.

"KAIPING" LOOTED.

THREE PASSENGERS KIDNAPPED.

SHARP FIGHTING ON BOARD.

[From Our Own Correspondent, by Letter.]

Canton, 17th August.

The steam launch *Kaiping* left Canton at 5 p.m., on the 15th inst., on her usual voyage to Siu Lam.

When she arrived in the vicinity of Ang Ko Chui, near Yung Ki, a gang of pirates numbering ten or twelve, boarded the launch.

The passengers showed fight, but the pirates being well armed and desperate beat down all opposition.

Three of the passengers were kidnapped, and, so far as I can learn at present, two were wounded.

The pirates made a thorough search of the *Kaiping* for money and valuables which they carried away.

When the pirates had disappeared, a report of the occurrence was made to the Commissioner of Customs. The *Kaiping* was stopped running on her usual journey next day.

FURTHER PARTICULARS.

AN UNOFFICIAL STATEMENT.

The *Kaiping*, says our contemporary in Canton to-day, is a passenger boat running between Canton and Heugshan. Her Canton agents are Pateil & Co. The *Kaiping* left Canton about 1 o'clock on the 15th on her usual trip with about 100 passengers on board. She also picked up more passengers en route. Just before dark, the pirates about 20 in number, some of whom had come on board at Canton and the remainder at Lim Fa, near Siu Lam, suddenly started the attack. Some went to the engine room and others to the upper deck. In the mêlée that ensued a fireman was shot through the chest and the Chinese chief officer through both legs. The two men are now at the medical hospital in Canton where the chief officer has had to have a leg amputated and the fireman is not expected to live. The pirates seized about 4,000 dollars in hard cash and also kidnapped 3 young men, rich men's sons, from whom no doubt they will expect a heavy ransom. They then ran the launch on to a sandbank and decamped. Some time later a Chinese gunboat that was passing towed her back into the channel and she continued her journey.

SHIPPING AND MAILS.

MAILS DUE.

French (*Polynesian*) 20th inst.
English (*Oriana*) 21st inst., 6 p.m.
German (*Prinz Wallmar*) 27th inst.
Australian (*Changsha*) 1st prox.
Canadian (*Empress of Japan*) 4th prox.

The E. & A. s.s. *Empire* arrived at Sydney on 17th inst.

The s.s. *Denbuck* from London &c. sailed from Singapore on 11th inst., and is due here on 22nd inst.

The Great Northern s.s. *Minnesota* is expected to leave Shanghai on 23rd inst., and arrive here on 26th inst.

The Imperial German Mail s.s. *Prinz Stepmund*, which left here on 24th ult., arrived at Sydney on 16th inst., at 7 p.m.

The Great Northern s.s. *Minnesota* from Seattle sailed from Kobe for Hongkong via Shanghai on 16th inst., at 10 p.m.

The N. Y. K. European Line s.s. *Wakasa Maru* left Shanghai for this port on 17th inst., and is expected here on 20th inst.

The P. & O. S. N. Co.'s s.s. *Oceana* left Singapore for this port on 17th inst., at 1 p.m., with the outward English Mails, and is due here on 21st inst., at 6 p.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RUSSO-CHINESE FRONTIERS.

BRITISH AND AMERICAN ADVICE.

SUGGESTED ESTABLISHMENT OF CUSTOMS STATIONS.

[From Our Own Correspondent.]

Shanghai, 18th August, 2 p.m.

The diplomatic representatives of Great Britain and the United States in Peking have sent communications to the Waiwupu advising the Chinese Government to establish Customs stations on the Russo-Chinese frontiers.

[Reuter's.]

Greece and Bulgaria.

LONDON, 16th August.

The latest news from Sofia states that the Bulgarians accuse the Greeks of causing the trouble at Anchialos by attempting to break up a meeting of Bulgarians. The Greek Bishop, who was supposed to have been burned, has been found hiding, and has been arrested for inciting the outbreak.

American Purchases of Silver.

The Washington Government has purchased 50,000 oz. of silver, 999 fine, at 66.62 cents.

Russian Poland.

The revolutionists at Warsaw have attempted an organised massacre of the police and the infantry patrols, 45 of whom were killed and wounded by bombs and revolvers. The troops replied by volleys, killing and wounding 145, and cleared the streets at the point of the bayonet.

A similar outbreak occurred at Lodz.

Later.

Warsaw and the neighbouring towns of Plock and Radom are in a state of panic owing to the frightful scenes of yesterday.

The sudden simultaneous attacks by terrorist bands show the widespread and preconcerted character of the movement.

The troops were hastily called out and volleyed in every direction.

The killed and wounded included numbers of innocent persons. There were 226 casualties in Warsaw on Wednesday.

A FORGOTFUL COMPLAINANT.

NUISANCE TO THE POLICE.

Yesterday morning, a case was called on before Mr. F.A. the land, at the Magistracy, in which one A. H. Soonderam had charged a ricksha coolie with demanding more than his legal fare. The complainant not being present, the case, under ordinary circumstances, would have been dismissed. But Inspector Gourlay, who was in charge of the case, asked for a remand as he desired to have the plaintiff present. There were too many of these cases where coolies and hawkers were charged, and then at the trial no plaintiff appeared, thus putting the Police to a lot of unnecessary trouble, besides rendering the defendants quite callous, in view of the many charges, which, on that account, had to be abandoned, the delinquents getting off scot free. His Worship granted the adjournment, and, warned by Inspector Gourlay, Soonderam appeared in Court this morning. Asked why he neglected to attend yesterday he said he forgot all about it—an excuse entirely unacceptable to the Court. The case was then priced with and complainant stated that he engaged the defendant's ricksha at Arsenal Street and went to the Wanchai market. Arriving there he tendered the coolie a ten-cent piece and asked for 15 cents change, five cents being the recognized fare for that distance. The coolie gave him a five-cent piece and a German coin, closely resembling a ten-cent piece in size. Complainant demanded local coin when the coolie declared he had none. He was then taken to No. 2 Police Station, and the circumstances explained to Ser. eant Baker, then in charge, when the coolie was searched and four Hongkong ten-cent pieces found on his person. He had nothing to say. His Worship said no charge could be made against the coolie for demanding more than his legal fare, as there was no evidence to show that he had attempted to do so, but he would fine him \$3 for misconduct.

WATER POLO SHIELD COMPETITION.

The 87th Co., R.G.A., won by 11 goals to nil against the "G" Co., R.W.K., yesterday afternoon. The "A" team, V.R.C., won by 9 goals to nil against the Band, R.W.K., yesterday afternoon.

In the friendly match played yesterday afternoon, at the V.R.C., between a picked V.R.C. team and the Eastern Extension Telegraph staff, the former won by 7 goals to nil. The Telegraph staff have some very strong swimmers, but they do not understand the game very well.

The Royal Hongkong Yacht Club are playing the Royal Engineers on Monday, 27th inst. The Band, R.W.K., are playing the "B" team, V.R.C., on Monday, 21st inst., at 4.30 p.m.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ANNUAL MEETING.

The eighty-second ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon to-day. Mr. Armin Haupt, chairman of directors, presided; and there were present: Messrs. G. H. Medhurst, E. Goetz, Hon. Mr. W. J. Gresson, Messrs. C. R. Lenzmann, D. M. Nissim, A. J. Raymond, N. A. Siebs, H. A. W. Slade and H. R. Tomkins (directors); Mr. H. R. R. Hunter (acting chief manager), Messrs. E. O. Ray, H. N. Mody, A. Hancock, E. George, C. W. May, J. C. Peter, R. R. Hynd, D. Forbes, A. F. Warrack, C. J. Gonsalves, K. D. Gazdar, Lo Chung Shiu, Ho Kom Tong, Cheung Pui Kai, A. Scott, F. G. Schriener, A. G. Wood, J. J. Leiria, G. L. Tomlin, W. H. Ray, W. H. Potts, E. J. Barrett, S. Hancock, W. H. T. Davies, Hon. Mr. E. A. Hewett, Messrs. Murray Stewart, H. Percy Smith, W. H. Wickham, B. Layton, Donald Forbes, J. A. Jupp, and O. Von der Heyde.

THE CHAIRMAN'S ADDRESS.

The Acting Chief Manager read the notice convening the meeting, and the Chairman having read the report said:—Gentlemen, It is my pleasing duty to address you on a Report which I think you will all agree is a most satisfactory one, and I hope you will approve of our recommendation to distribute the profits in paying a Dividend of £s.15/- per share, placing \$750,000 to Silver Reserve Fund, and carrying forward the balance of £1,712,472.57.

Comparing the Balance Sheet with that of the 31st December last we find that, as usual in the June half-year, our Notes in Circulation are less. There is a reduction of \$47 lacs. Gold and Silver current accounts show comparatively little change. Fixed Deposits in Gold show a small increase; those in Silver are lower by \$38 lacs. These reductions are reflected on the other side of the account. Our Cash at \$11 lacs is \$52 lacs less, but, as security for an excess Note Circulation of \$48 lacs, we have in addition \$85 lacs of coin deposited with the Hongkong Government.

Bills Payable show a reduction of \$39 lacs due to the fact that we had no Call Loans outstanding. It suited us to take advantage of a favourable discount market. In this connection you will observe that Bills of Exchange discounted, outstanding on 30th June, amounted to £5,150,877 R. 10s. This is an increase of £74,008. 11s 2d compared with 31st December.

With the increase in these figures we see a reduction of \$129 lacs in Bills Receivable. Against \$62 lacs of Bullion in Hand and in Transit on 31st December we now show only \$5 lacs. During the six months under review China has required to import little or no Silver. Bills Discounted Loans and Credits have increased \$28 lacs. Indian Government Rupee paper Consols and other securities stand at \$6,642,768.87 as against \$11,443,373.38 in the previous balance sheet. Bank Premises Account has increased from \$1,070,105.4 to \$1,379,392.36. As you are all aware our building here in Hongkong is no longer large enough for our requirements. In the meantime we are making structural alterations to give us immediate relief and, to provide for the future, your Directors deemed it advisable to acquire the block immediately to the West of our present building and to the North of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in Sourabaya. The building is in course of erection.

We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2½ Consols out of current profits. At market prices on 30th June these securities were worth £1,055,435, equivalent to \$10,033,935.54 at current rate of exchange.

As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at \$10,252,000 or \$5 lacs more than our Capital.

Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and the management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves. (Applause.) It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval. (Applause.)

Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of exchange amounts in protected and fixed currencies, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £10,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite dollar trade during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves.

When we meet you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This however has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of Copper Cash and Silver Subsidiary Coins by the Provincial Governments in China is also responsible in no small degree for the present depression in the

natural result being a serious curtailment in the purchasing power of these coins. It is satisfactory however to note that the Central Government is now alive to the danger involved, so far as the minting of Copper Cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the Canton Mint. Notwithstanding these adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still, we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next.

We have to deplore the serious earthquake at San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss and our business has been carried on without interruption, thanks to the energy of our agent. (Applause.)

It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager. Our Chief Manager Mr. J. R. M. Smith left for Europe on furlough on the 30th May; we expect him back early next year. During his four years' management Mr. Smith has enabled us to place before you a succession of splendid Reports. (Applause.) Increased returns to Shareholders and the strong position our Bank is in to-day, testify more eloquently than I can to his unsparing devotion to our interest, and your Directors are glad of this opportunity to record their high appreciation of his services and also of those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved. (Applause.)

Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence. (Applause.)

Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions.

There being no questions I beg to propose the adoption of the report and accounts as presented.

HON. MR. E. A. HEWETT SECONDS.

The Hon. Mr. E. A. Hewett, in seconding the adoption of the report and accounts, remarked: that after the very lucid explanation which had been given by the Chairman little remained to be said. In view of the manner in which the meeting had received the statement with regard to the building up of the reserve fund it was quite unnecessary for him to say that he felt the very sound policy adopted by the Bank for many years past would meet with the entire approval of the shareholders. (Applause.) With regard to the matter of property the Bank had followed a very sound principle and it was a further illustration, if one were required, of the increasing needs of the Bank owing to the increasing business. It was to be trusted that the Chinese Government would give attention to the coinage question. Many representations had been made to that Government of late years on that subject both by the diplomatic and commercial bodies in China; it was to be hoped that these representations would take effect very shortly. The existing system constituted a serious danger to the Empire and all those connected with the prosperity of the country. He was sure they would all endorse the remarks of the Chairman as to their regret at the death of Mr. Bevis who had been for so long connected with the Bank and had rendered faithful service to it. He had been associated with the Bank for a very long period and to many of them he was a warm personal friend. The only other point to which he wished to refer was that regarding the Chief Manager Mr. Smith. It was very satisfactory to find that the Chief Manager had been able to produce so satisfactory reports, and that the business enabled him to give increasingly satisfactory reports. (Applause.) He begged to second the adoption of the report and accounts. The report and accounts were unanimously adopted.

Mr. Stewart said he had pleasure in proposing the confirmation of the appointments of Mr. H. E. Tomkins and the Hon. Mr. W. J. Gresson as directors.

Mr. Davis seconded, and the motion was unanimously carried.

The Chairman: That is all the business of the meeting. Dividend warrants will be ready on Monday.

Mr. E. C. Ray: I am sure you will all join with me in passing a hearty vote of thanks to the Directors, the Chief Manager, and the staff generally for the very full account they have rendered to us to-day. (Applause.)

The Chairman: On behalf of the Directors and the members of the staff I thank you for your kind words. (Applause.)

The proceedings then ended.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.35 a.m.—The barometer has fallen slightly at all stations to the southward of Shanghai.

The lowest pressure is over N. China, and the high is over the N. part of the China Sea. It is normal over the Philippines, slightly above over the S. Coast of China and Formosa, and about 0.1 inch in defect over the E. Coast of China.

Gradients are slight, and light to moderate S. and S.W. winds are indicated along the China Coast, and light variable winds over the China Sea.

Returns from N. China and Japan are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, S.W. winds, light; fine.

2.—Formosa Channel, S. winds, moderate.

3.—South coast of China between Hongkong and Lamscocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE OPIUM FARM.

A SIGNIFICANT MODIFICATION.

In a Government Gazette Extraordinary issued this forenoon, it is notified that His Excellency the Governor-in-Council has been pleased to amend the form of grant of the Hongkong Opium Farm, published in Government Notification, No. 439, of the 23rd May, 1906, by adding the following provisions:—

"Provided always that in the event of the exportation of raw opium from India being so restricted during the term hereby granted, as in the opinion of the Governor-in-Council seriously to affect the business of the grantees, the point of proof whereof shall rest on the grantees, the Governor-in-Council upon the application of the grantees, shall reduce the rent payable under this grant to such an extent or may modify the terms of this grant in such other manner as to the Governor-in-Council may seem equitable.

"Provided also that in the event of the exportation of raw opium from India being prohibited during the term hereby granted and the grantees not being able to procure sufficient opium for boiling the grantees may give notice to the Governor-in-Council of his desire to surrender this grant, and, if, in the opinion of the Governor-in-Council, such prohibition seriously affects the business of the grantees, the onus of proof whereof shall rest on the grantees, the Governor-in-Council shall thereupon, or so soon thereafter, as he may deem desirable, cancel the same. Nothing in the two preceding provisions is to be taken to mean that an alteration in the quantity of opium exported from India is to be accepted as *prima facie* evidence that the Farmer is entitled to a reduction of rent or to a modification of the terms of this grant."

CANTON FESTIVITIES.

CELEBRATING THE EMPEROR'S BIRTHDAY.

[From Our Own Correspondent.]

Canton, 17th August.

The 26th of the 6th moon, being the Emperor's birthday, not only the officials kept up the occasion, but also all the schools and colleges had a holiday, numerous business houses closed for the day, and hoisted the dragon flag, out of respect to the Emperor. The Nam Hoi gave a feast to all those under him, and distributed money among the prisoners.

DISASTROUS FIRE.

At 4 p.m., on the 15th instant, a fire broke out in 8th Hai Street of Tai Kong Hui, near Sai Chin. As a result of the conflagration hundreds of houses were gutted. It is reported that the fire was caused by incendiaries.

CRIMINAL SESSIONS.

HIGHWAY ROBBERY.

The August Criminal Sessions were held this morning at the Supreme Court, his Honour Sir Francis Piggott, Chief Justice, presiding, when Pung Kang, an unemployed coolie, was charged with robbery on the road between Stanley and Chaukwan. Hon. Sir Henry Berkeley, K.C.; Attorney-General, instructed by Mr. G. H. Morrell, of Messrs. Denny and Bowley, Crown Solicitors, prosecuted, prisoner being undefended.

The following jurymen were impanelled: Messrs. Thomas Skinner (foreman), Ezekiel Abrahams, George Duncan, T. C. Dowling, T. G. Turnbull, S. A. Sell, and J. H. Spith. The Hon. the Attorney-General said that the accused was charged with committing highway robbery.

It was alleged that the prisoner, with two others, stole from their victim one umbrella, four articles of clothing, and \$1.60 in cash. The victim with a friend were going along the road from Stanley to Shaukwan, on Sunday, the 29th ult., when three men rushed out from behind some trees and sprang upon them and told them to throw up their hands. The men were unarmed. They went through the complainant's pockets, but finding nothing of any value, they made them take off all their clothing, one of the men giving them a piece of old sack to wrap round their loins. In the pocket of the second man was \$2.60. After robbing them of everything they had the robbers made off in the direction of the hills, and disappeared. A few days after the first complainant met one of the men on the road; he identified him as one of the robbers, and furthermore at the time he was carrying complainant's umbrella. Complainant then called a constable and had the man arrested. The others had not been found. Evidence was then adduced in corroboration of the above statement.

The evidence having been heard, his Honour very briefly summed up, pointing out that the case was a very clear one, and the jury, without retiring, returned a unanimous verdict of guilty against the prisoner, who was then sentenced to three years' imprisonment, with hard labour. The Criminal Sessions Court then adjourned until Monday next, at 10.30 a.m.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

12 Noon.

Buyers:—Hongkong Fires \$320, China Fires \$91, HK., C., and M. Steamboats \$27, Indo-China \$731, China and Manila \$211, Shell Transports 277, Raubs \$4, Shanghai Docks \$15.97, Hongkong Wharves \$15.74, West Points \$49, Hongkong Hotels \$120, Cottons \$15, China Providents \$235, Dairy Farms \$17, Tramways \$235, Tees \$156, China Lights \$101, Watsons \$13.

Sellers:—Unions \$8.0, Canton Insurances \$330, China Sugars \$147, Hongkong Docks \$152, West Point \$50, Cements \$22, Electric \$15, Ropes \$29.

Sales:—Hongkong Banks \$850, Unions \$800, Hongkong Lands \$110, Borneo \$12.

Nominal:—National Banks \$47, Douglas \$27, Kowloon Wharves \$106, Humphreys Estate \$118, Powell \$104.

THE "SAINAM" TRAGEDY.

PIRATE LEADER CAPTURED IN CANTON.

The Canton Daily News of to-day's date says:—After a reward of \$1,000 had been offered, the leader of the pirates who robbed the Sainam was captured in an armed house in the old city. The capture was effected by a soldier who had also captured a notorious character some time before. He has been paid the large reward offered, and it is hoped has set an example of what assiduity can do.

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT.

will be held on behalf of the Missions to Seamen on the

VOLUNTEER PARADE GROUND.

TO-NIGHT.

(SATURDAY, August 18th, at 9.15 P.M.)

Tickets: (\$2 and \$1)

may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 18th August, 1906. [83]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June last, at the rate of ONE POUND AND FIFTEEN SHILLINGS STERLING per Share of \$125, is Payable on and after MONDAY, the 20th day of August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 18th August, 1906. [847]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT AND SANDAKAN.

Taking Cargo at through rates to Tawao, Lahad Datu, Labuan, Jolo, Zamboanga and Menado.

THE Steamship

"BORNEO."

Captain F. Sembill, (ready to load on Monday, the 20th instant), will leave on TUESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co., Agents.

Hongkong, 18th August, 1906. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SOCOTRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th August, 1906. [4]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "YEDDO."

FROM NEW YORK.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godown where they will be examined on the 24th August, at 3 p.m.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 27th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 18th August, 1906. [849]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM TACOMA, VICTORIA, YOKO,

HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th August, 1906. [12]

Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS

PIANOS,

ORGANS

AND

Every Description

OF

MUSICAL

INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOVUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	23rd August.
MARSEILLES, HAVRE & LIVERPOOL	"ALCIBIADES"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	27th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND MAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1906.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS TO SAIL

SHANGHAI	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"YACHOW"	21st August.
TAMU	"LIANGCHOW"	21st "
TAMU	"TIENTSIN"	23rd "
CEBU and ILOILO	"SUNGKIANG"	25th "
TIENTSIN	"KWEICHOW"	25th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

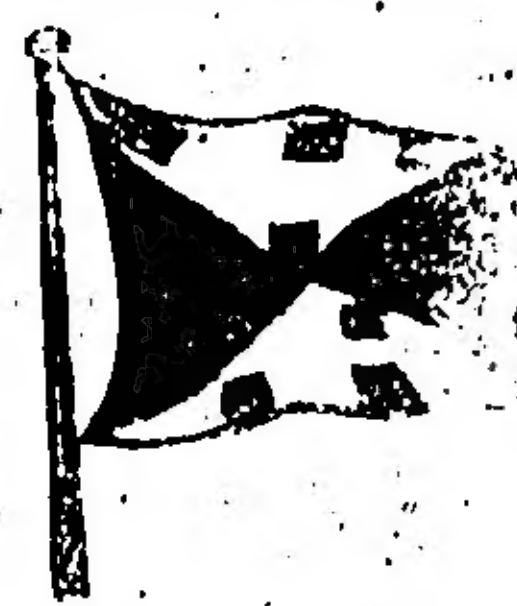
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUH	1540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	18th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI and VLADIVOSTOCK	{ End of August, Freight and Passengers.
* LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
* KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 18th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA SWATOW & CHEFOO, CHUPSHING	"MONDAY"	20th August, 4 P.M.
S'PORE, SAMARANG & SOERABAYA, CHUNSHANG	"TUESDAY"	21st August, 3 P.M.
S'GAPORE, PENANG & CALCUTTA, LAISAN	"WEDNESDAY"	22nd August, 3 P.M.
SHANGHAI	"FOOSHING"	22nd August, 4 P.M.
MANILA	"LOONGSANG"	24th August, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	4,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.
"ARABIA"	4,483	Metzenthin	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

For Freight or Passage, apply to

S. SILVERSTONE, Agent.

Hongkong, 18th August, 1906.

For Sydney and Melbourne,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above,

on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

A.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butcher, will be despatched for the

above Ports, on or about the 4th September.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 8th August, 1906.

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND

SAFRANCO.

THE Steamship

"TONAWANDA"

will be despatched for the above Ports, on or

about the 27th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 17th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR Steamship Service between

HONGKONG and CALLAO and

LIQUEU, VIA JAPAN PORTS.

"GLENFARG," 4,000 tons,

sails on SATURDAY, September 1st, at Noon.

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other

Western Coast Ports of South America.

The above Steamers have splendid Accom-

modation and are fitted throughout with Electric

Light. A duly qualified Surgeon is carried

on each boat.

For further information, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 18th August, 1906.

Hongkong, 18th August, 1906.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"
Captain Broc, will be despatched as above, on
or about MONDAY, the 20th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on

or about the 20th of September.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 17th August, 1906.

Consignees.

FROM HAMBURG, ANTWERP, PENANG

AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Portellus, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before TO-

DAY.

Any Cargo impeding her discharge will be

landed into the Godowns and/or extra hazard-

ous Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, and stored at

Consignees' risk and expense.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 22nd August, will be

examined on the 22nd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 16th August, 1906.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"LAISAN,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 9 A.M. the 13th instant, will be

landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 16th August, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON

AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain J. M. Haffner, having arrived from the

above ports, Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

at Kowloon, and stored

THE GAMBLERS OF THE VAAL.

The sequel is likely to be trouble. As the river falls there will be a great influx of diggers from other parts of the river, as well as from the Rand. A thousand are said to be coming down. These men will find the O.R.C. bank fairly filled up, and yet before their eyes a potential Eldorado. The Rand is a Closed Land. The digger is not a remote one—that the diggers will defy the law and descend into the bed of the river, as soon as the water is low enough, and begin work. Once established there it will be hard to get them to shift, and some people on the spot already mention the word riot. It certainly seems probable that there will be a great deal of work now if

Shipping.

Arrivals.

Glenturret, Br. s.s., 3,025, Webster, 14th Aug.
—Shanghai 11th Aug., Gen.—McC G. Bro.
& Gow.
Gloamin, Br. s.s., 2,248, Learmonth, 16th Aug.
—Moji 10th Aug., Coals.—Tuder.
Ingalls, Am. transport, 600, Scott, 3rd July.
—Manila 30th June.
Kaga Maru, Jap. s.s., 3,906, A. Christman,
10th Aug.—Seattle 9th July, Gen.—N.Y.
Kion, Dan. s.s., 4,445, H. P. Beng, 17th Aug.
—Yunping 14th Aug., Tea.—Order.
Kiyu Maru, Jap. s.s., 1,440, J. Morio, 15th Aug.
—Manila 9th Aug., Coals.—McC G. Bro.

Vessel	From	Agents	Du
Polynesian	Saigon.....	M. M.	Aug. 20
Willabed	Kichinoi...	M & Co.	Aug. 20

Singapore, P. & O.
Shanghai, N. Y. K.

DOCK RETURNS.			
HONGKONG AND WHAMPOA DOCKS.			
Alta	at	Kowloon	Dock
Charterhouse	"	"	"
Likin	"	"	"
Drufar	"	"	"
Chowat	"	Cosmopolitan	"

SHANGHAI.

Arrivals at Home—18th July—Aker, Van
dalla, C. Ferd Laetz. 20th July—Sikhonda
Jacq. 25th July—Renaldi, Benvenuto, Elmi.

27th July - Arcadia, O.

Friday, 8 p.m. Christian Endeavour Society.
Subject "An Ambassador in Bonds."
Sunday next, Preacher—Rev. S. Robinson.

Post Office.

28th Aug., 11 A.M.
Europe, &c., Inda, via Tuticorin—Per
P. E. Friedrich, 30th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver. B.C.—Per Empress of

Port Darwin, Thursday Island,

7th Sept. 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and
Seattle, Wash.—Per *Minnesota*, 7th Sept.,
11 A.M.

Found on the counter of the Registration
Branch a purse. Owner can have the same
by proving contents.

**ACCELERATION OF THE CANADIAN
PACIFIC MAIL SERVICE.**

PACIFIC MAIL-SERVICE.
 Passengers intended for this route to

Andap R. J.	Harrison, S. L.
Anderson, R. A., Capt.	Jackson, W.
Blanco, A. E.	Laing, A. H.
Boinas, W.	Lloyd, G.

Wm. D. Percy
McInnes, I

• Flying Flag of Vice-Admiral Sir A

HONGKONG

Colahan, Mr.	A. B.
Cunningham, Mr. and Mrs. A.	Muir, Frank Paine, A. E.
Delaney, L. T.	Peacock, Miss Annie
Dobbins, Mrs. Max.	Pearse, Dr. W. W.

Podn

Anderson, Miss	King, C. C.
Austin, F.	Kistowsky, Mr. & Mrs.
Boys, Mr. and Mrs.	F. von
Bradley, Dr. & Mrs. N.	Kologovsky, Consul &
Brewin, Hon. and Mrs.	rs.
A. W.	Lang, A. O.
Burns, Mr. and Mrs.	Lawrie, Mr. and Mrs.
Carroll, E. S.	Leach, Mr.
Clegg, Engr.-Lieut. &	Leafe, Mr.
Mrs. H. J.	Leiser, Mr. & Mrs.
Clothier, A. N.	Longridge, Rev. au

Ed. 335.0

CRAIGIEBURN.
Adams, M. and Mrs. F. Nicholls, E. A.
D. V. Pearce, Mrs. and M.

O. Smith

Arthur W. Moore, Commander-in-Chief,

OCCIDENTAL

Holbow	9 a.m.	—	—	—	—	—
Pakhoi	"	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—
Tourane	"	—	—	—	—	—
C. St. James.	"	—	—	—	—	—

Manila	10 a.m.	1992	81	85	—	0	0
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Vindivostock	7	a.m.
Memuro	6	a.m.
Hakodate		
Tokio		
Kerbi		
Napawanki		
Kagoshima		
Oshima		
Naha		
Ishukajima		
Chefoo	6	a.m.

Chetoo..	0	A.M.	1	1	1	1	1	1
Waihaiwei.. ..	0	A.M.	1	1	1	1	1	1

Legaspi	6 a.m.	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	—
Hilo	"	29.85	82	—	—	—
Cebu	"	29.88	83	—	—	—
Labuan	"	29.85	81	—	—	—

Journal of Management Education 30(6)

THE BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED
Vacidity	despatch-vessel...	1,700	4	3,000	Commander E. La T. Leatham	Shanghai
Astraea	cruiser, and class	4,365	10	7,000	Captain G. L. Vaughan-Lee	Hongkong
Bramble	river gunboat	710	8	900	Lieut. Commander E. G. W. Davidson	Yangtze
Britomart	river gunboat	710	8	900	Lieut. Commander W. L. Bamber	Yangtze
Diadema	sloop	1,070	6	1,400	Commander H. du C. Luard	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Malsuru
Fame	torpedo boat destroyer	306	6	5,700	Lieut. Commander Hughes	Hongkong
Flora	cruiser, and class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Port
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander H. B. Cox	Malsuru
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander R. Handiker-Heaton	"
Ianus	torpedo boat destroyer	280	6	3,000	Lieut. Commander W. H. Darwall	"
Kent	cruiser, 1st class	9,800	14	32,000	Captain S. V. V. de Horsey	"
King Alfred	cruiser, 1st class	14,400	18	30,000	Captain C. F. Thursby	"
Kinsba	river gunboat	616	4	1,200	Lieut. Commander Percy Crabtree	Yangtze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Malsuru
Moorhen	river gunboat	180	2	800	Lieut. Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	370	6	6,300	Lieut. Commander J. Kiddle	Malsuru
Robin	river gunboat	85	2	240	Lieut. Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. T. Atlay	West River
Salpe	river gunboat	85	2	240	Lieut. Commander G. T. S. Lyne	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	in reserve	Hongkong
Tamar	receiving ship	4,650	6	800	Commanders H. P. Williams	Hongkong
Teal	river gunboat	710	6	900	Lieut. Commander E. Secretan	Yangtze
Thistle	river gunboat	710	6	900	Lieut. Commander R. M. R. West	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Stevenson	Malsuru
Waterwitch	surveying ship	620	4	450	Commander B. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	306	6	5,700	Lieut. Commander G. E. L. Thomas	Malsuru
Widgeon	river gunboat	150	2	800	Lieut. Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander G. J. Todd	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Jno. F. Cox	Yangtze

Major-General Sir Arthur W. Moore, Commander-in-Chief

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Ville de la Clotilde* bound for Marseilles via Bombay and Aden.

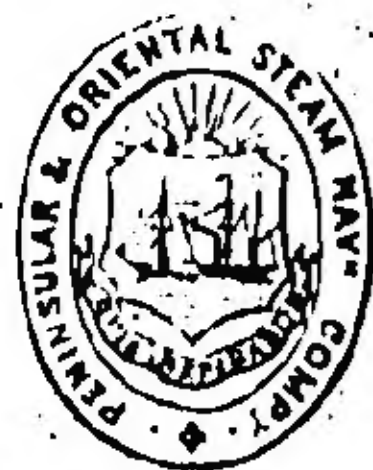
Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *CALEDONNIEN* 4th September.
S.S. *POLYNESIEN* 18th September.
S.S. *SALAZIE* 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 7th October, 1906.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906. [14]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i>	9,600	T. W. Garlick.	22nd Aug.
<i>Pleades</i>	3,753	F. G. Partridge	15th Sept.
<i>Lyra</i>	4,417	G. V. Williams	29th Sept.
<i>Shawmut</i>	9,600	E. V. Roberts	24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels, ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

(Queen's Buildings,
Hongkong, 3rd August, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"ATHOLL".....8th September.
"ERROLL".....To follow.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1902.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * * * *

Per Case.

* * * * *

\$22.50

WHISKY, FINE MALL

20.00

JOHN WALKER & SONS' OLD HIGHLAND

12.50

C. P. & CO'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 11th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	10,000	1125	1125	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,697,777	£1 15/- div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	\$850 sales London 94 1/2- \$47 sales
National Bank of China, Limited	19,925	17	16	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$74,099	\$2 (London 3/6) for 1905
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	250	£1,600,000 \$5,477,955	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	1,000	115	115	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Union Insurance Company of Canton, Limited	10,000	250	250	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Yangtze Insurance Association, Limited	1,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Fire Insurance Company, Limited	1,000	250	250	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	25	25	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Douglas Steamship Company, Limited	10,000	150	150	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	115	115	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Indo-China Steam Navigation Company, Limited	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Tug and Lighter Company, Limited	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Do. (Preference)	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
"Steel" Transport and Trading Company, Limited	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
"Star" Ferry Company, Limited	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Taku Tug and Lighter Company, Limited	10,000	110	110	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Luzon Sugar Refining Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Perak Sugar Cultivation Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	11	11	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Consolidated Mining Company, Limited	100,000	11	11	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Sub Australian Gold Mining Company, Limited	100,000	11	11	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	25	25	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Yen, Kong and Whampoa Dock Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
New Amoy Dock Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Dock and Engineering Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong and Kowloon Wharf and Godown Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Yangtze Wharf and Godown Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Astor House Hotel Company, Limited (Shanghai)	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Central Stores, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Do. (new issue)	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Do. (Founders)	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Hotel Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hotel des Colonies Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hotel Metropole Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Humphreys Estate & Finance Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Kowloon Land and Building Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Land Investment Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
West Point Building Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
COTTON MILLS.								
Lowe Cotton Spinning and Weaving Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
International Cotton Manufacturing Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Soy Chee Cotton Spinning Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hell's Asbestos Eastern Agency, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Campbell, Moore & Co., Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
China-Borneo Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
China Flour Mill Co., Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
China Light and Power Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
China Provident Loan & Mortgage Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Dairy Farm Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Green Island Cement Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hall & Holtz, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Electric Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong High-Level Tramways Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Ice Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Hongkong Steam Waterboat Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Maatschappij tot Mijn, Bosch- en Landbouwen- exploitatie in Langkat, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Philippine Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Gas Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Horse Bazaar Co., Ltd.	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Pulp and Paper Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Shanghai Waterworks Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
South China Morning Post, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,000 \$150,000	\$1,302,053	Interim div. of 7/6 @ ex. 3/10 15/16 Tls. 2.63 on account 1905	6 %	Tls. 85 sellers
Steam Laundry Company, Limited	10,000	100	100	£1,000,000 \$3,500,000 \$250,00				

The Hongkong Telegraph.

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The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 18, 1906.

ACCELERATED MAIL SERVICE.

(11th August.)

It is a small world, this terrestrial globe on which we live, after all, and every day some new departure bears evidence of its being made smaller by reduction of distances and times of traversing them. That being so, our readers will no doubt peruse, with as much interest as they will appreciate the importance of, the fast service to be instituted between Hongkong and England via Canada, by which passengers and mails will reach England on the 29th day out from Hongkong—a matter of great consideration to those compelled to "run home" on urgent private affairs, but who are only able to obtain very short leave, as well as to those who cannot leave their business in the Colony for longer than can be avoided.

"Home via Canada" has long been a household phrase, but it bids fair to become quite a matter of course that Canada will be the route for home-returning Far-Easterners, with this alternative British route offered them, and which is certainly more enjoyable than that via Suez.

Therefore the fact should be of wide interest, not only in this Colony but in China in general, that Mr. J. G. Crockett, acting agent of the Canadian Pacific Railway Company, has received a telegram from the Head Office at Montreal announcing the fact that an accelerated mail service between Hongkong and England has been arranged with the British Postal Authorities. Under this new fast service the *Empress* steamers will for the present leave Hongkong at 4 p.m. on Thursdays instead of noon on Wednesdays, as heretofore.

The first steamer to leave Hongkong under the new arrangement will be the *Empress of India*, sailing at 4 p.m. on the 3rd instant, to be followed by the *Empress of Japan* on the 27th September, and the *Empress of China* on the 25th October; subsequent sailings to be announced later. The time in transit between this and Yokohama is also being considerably reduced—the run, including stops at Shanghai, Nagasaki and Kobe, being accomplished in well under seven days. The schedule time from Hongkong to Vancouver is under 18 days, and the whole trip through to England will be accomplished in about 29 days. A special fast mail train will be waiting the arrival of the *Empress* boats at Vancouver by which mails and passengers will be carried to Quebec, there joining one of the fine new transatlantic steamers (*Empress of Britain* and *Empress of Ireland*, 14,000 tons register) and from there across to Liverpool in something under seven days. The St. Lawrence River route has, apart from its natural beauties, the advantage of considerably lessening the actual ocean voyage, and already the new Atlantic *Empress* has established a name for their excellent steadiness and general sea-going qualities. On the outward voyage the first steamer to leave Vancouver, under the new fast service, will be the *Empress of China*, sailing thence on the 4th September—passengers and mails for her having left Liverpool by the *Empress of Ireland* on the 24th August. The *Empress of China* is due at Yokohama on the 10th September and Hongkong on the 23rd September. This sailing will be followed by the *Empress of India* and *Empress of Japan* at intervals of 28 days, and subsequent departures will be announced in due course. The enterprise of the Canadian Pacific Railway Company is worthy of congratulation, and, what is more to the purpose, of every possible support and encouragement.

CANTON-HANKOW RAILWAY DIFFICULTIES.

(13th August.)

It is with unalloyed satisfaction and hopefulness that we announce the fact that work in connection with the construction of the Canton-Hankow Railway was resumed, with every appearance of energy and determination to forge ahead at the utmost speed compatible with safety and solid workmanship, on Saturday. So long have the squabbles, jealousies and petty grievances delayed the operations that it seemed possible the completion of the line might be postponed for another couple of years, or a decade, or perhaps indefinitely. It seems ages since the line was in the hands of a foreign syndicate; it is certainly a considerable time ago since it came under the control of the Chinese, mainly through the disinterested and magnanimous loan granted by the British Government, through the medium of the Hongkong and Shanghai Banking Corporation; and it is certainly many months since the Chinese merchants of Canton, Hongkong and elsewhere united to assume charge of the undertaking, by providing the capital sum required for the extension of the track from Samsui to Hankow. It has generally been observed that the construction of a railway line in any country is hedged about with all sorts of unexpected difficulties. There are owners of property and impatient shareholders to be conciliated; there are employees to be selected with caution, watched like a hawk, and won over to believe that they are not merely working for the benefit of posterity but are themselves reaping and likely to reap advantages of which they had never dreamt. There are the natural difficulties of inundations, subsidences and what not; and there is above all, that frequently irritating apparition in Chinese territory known as *fengshui*. The Canton-Hankow Railway has experienced one and all of these difficulties and several others in addition. It has passed through a greater variety of vicissitudes than could be berceited off-hand, but it has survived, which shows the essential importance and value of the line. Only a railway endowed with inherent merits and thoroughly utilitarian even to the prejudiced eye could have surmounted the obstacles in front of the Canton-Hankow Railway. It is

doubtful, however, whether the last of the troubles arising out of the construction works has even yet been met. From statements which appear in another column, it will be recognised that His Excellency Sir Matthew Nathan has been requiring the Canton Viceroy to justify his attitude with respect to the proposed appointment of a Belgian engineer to supervise and conduct the completion of the line. His Excellency the Governor has proceeded along the usual diplomatic course, and has now arrived at the dead wall which the astute Viceroy generally manages to erect by hook or by crook. At a first glance the matter may appear trivial; the appointment of an engineer, even if he be a Belgian, does not shake nations or cause dynasties to totter. But it is plain that Sir Matthew Nathan attaches much importance to the question. Through H.B.M. Consul-General at Canton His Excellency has pointed out to the Viceroy that under the terms of the British loan, by which China was enabled to secure the redemption of the Canton-Hankow Railway from foreign concessionaires, China has agreed that, in the event of foreigners being called in to give the benefit of their advice, she will recognise Great Britain's claim to first consideration. In other words, that no foreigner will be appointed unless it be found that no Englishman is prepared to offer his services or is of sufficient ability to fill the post. The Viceroy has replied rather more promptly than usual, but still with his tongue in his cheek. He has no power to deal with the matter. The Railway is in the hands of the merchants. They are responsible for its management and its progress. If they think it desirable and proper to engage a Belgian engineer, well and good. He cannot interfere; he would be acting *ultra vires*; and it is impossible to say what his Imperial master or mistress would think of such conduct. There the matter stands; but it will be strange if Sir Matthew Nathan accepts that answer as final. There is a large principle involved; the Chinese made a solemn undertaking which they would now repudiate. The next step will probably be to influence Peking through the Foreign Office. What will interest most people is the fact that Sir Matthew Nathan should be engaged in Foreign Office work or at least request the Consul-General at Canton to make representations on this question of the appointment of a foreign engineer. His Excellency's duties are under the direction of the Earl of Elgin not Sir Edward Grey. It does occur to the mind that His Excellency may have been charged with all railway matters in South China. He has certainly been indefatigable in urging forward the Kowloon-Canton Railway, although there is stated to be a hitch in the "machinery" in the New Territories at present. And it is not unreasonable to suppose that progress in connection with the Canton-Hankow Railway is regarded as in a way essential to the ultimate success of the line which will have its terminus at Kowloon. At all events, it is the Governor of Hongkong who has been in communication with the Viceroy of Canton over a question which is of importance from the diplomatic standpoint. And all the principal Chinese papers in Canton and Hongkong are in possession of the Viceroy's reply, which was published for the delectation of their readers this morning; while everyone interested in railway affairs in the capital of South China knew of His Excellency the Governor's intervention two days ago. It is a curious situation and one that is open to explanations. The Belgian engineer has not yet been engaged, so far as we know, but the work of completing the line to Hankow is once again under weigh, and for that there is room for every satisfaction. Problems of procedure and diplomatic exchanges may occur every day so long as the railway is pushed forward with all speed, for after all that is the main thing which will give an immense impetus to trade in South China and redound to the ultimate advantage of Hongkong.

WEST RIVER OUTRAGES.

Surely it is high-time that the might and power of Great Britain to protect her nationals and foster her trade should be demonstrated to the audacious gangs of blood-thirsty villains who infest the West River. It is only a month ago to-day since the *Samsui* was attacked by pirates and murder committed. The citizens of Hongkong protested in the most vigorous manner at the apparent impotency of the Government in dealing with the matter. In measured but effective language representatives of the leading shipping and business houses in the Colony expressed their views that the *Samsui* affair was the crowning crime in the calendar of West River piracy. It almost seemed for a few days that the British Government would be coerced into a lagard recognition of the rights of British subjects in the Far East, especially when our German friends sent a telegram to Berlin strongly urging upon the German Government the desirability of supporting the action of Great Britain in any form of reprisals that might be deemed proper. There have been the usual pour-pourlers and nothing has been done. Now, once again, we have been startled by the telegram, which was published by the *Hongkong Telegraph* on Saturday afternoon, stating that a British launch was attacked by pirates, one of the guard shot dead and four injured. That is surely a pretty commentary on the protection afforded to British traders in the Far East. The daring marauders of the West River must be laughing in their sleeves at the vessels which are supposed to represent the British flag. They ignored H.M.S. *Albatross*, boldly sailed past Wuchow in broad daylight, successfully landed their booty and quitted successfully

disappeared. What has Viceroy Shum done to put an end to this state of things? What has his underlying the Taotai at Wuchow done? Nothing, it is evident, and they will continue their policy of masterly inactivity so long as it suits them. We have a Consul at Wuchow, it is true, but he is tied hand and foot by red tape. He is not allowed sufficient discretionary powers to deal with matters of immediate interest brought to his attention. Everything must be referred to Canton or Peking, and, of course, the Viceroy and his staff know perfectly well what is likely to happen in the long run. There will be a number of despatches which will be pigeon-holed and in time the matter will be forgotten to every official's unutterable satisfaction. A British Consul at a port like Wuchow should not be regarded as a child to be wrapped in swaddling clothes, but as one capable of rendering aid to his compatriots in all matters which do not immediately trench on the diplomatic. One instance will suffice. A year ago the Viceroy confiscated about \$15,000 of cargo coming down under transit pass taken out by Messrs. Jardine, Matheson and Co., on the plea that some small regulation had been broken. This matter could have been settled easily at the first sign of trouble, but ultimately it grew in importance until it had the honour of being referred to Peking where it now rests still unsettled, together with more than one other vital and important case in connection with British interests on the West River. It is rather a pity that the river robbers confine their attacks to British vessels. If they would only extend their operations to a few German or French traders then we should see what we should see. Perhaps the pirates will oblige everybody by raiding a launch belonging to one or other of the Powers, and then, unless we are greatly mistaken, Great Britain will receive a lesson in swift vengeance and the best methods of securing permanent peace and security.

ALLEGED JOURNALISM IN HONGKONG.

(14th August.)

Probably the most despicable act in the code of honest and straightforward journalism is the unwarranted and unacknowledged appropriation of news which belongs by special prescription to another organ, and when that grossly unfair "cribbing" occurs on the part of a newspaper claiming to circulate within the area covered by its better-informed leader and more vigorous contemporary it is not merely disgraceful—it is contemptible. But surely the climax has arrived when our junior contemporary, the *S. C. Morning Post*, with that amazing effrontery which has marked certain of its issues, boldly appropriates a full half column of special intelligence (including the translation of a Chinese document) which was published in the *Hongkong Telegraph* alone; and not merely refuses to give unto Caesar the things that are Caesar's but actually crows over its success as a news-purveyor. Yet that is what occurred to-day. No doubt few of our readers would think it worth while to refer to our contemporary after perusing the *Hongkong Telegraph* of the previous evening, but for once we may just indicate the sort of pabulum which is being served out to those who patronise the *Post* as being fresh, clever and a testimony to the ubiquity of the *Post's* correspondents. Yesterday we reported how His Excellency the Governor had requested the Consul-General at Canton to approach Viceroy Shum, with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow Railway, and to point out that this would be a violation of the terms under which the British Government sanctioned the loan to enable the Chinese to redeem the line from foreign concessionaires. We received the terms of that despatch on Saturday, but for reasons which we cannot state at present, withheld its publication for the time being. On Monday morning several Chinese vernacular papers printed a despatch from the Viceroy to the British Consul-General at Canton, declaring that the Company, being a commercial enterprise, had the right to manage its own affairs without outside interference. Not a single native paper to our knowledge published the terms of Sir Matthew Nathan's despatch to the Consul-General, yet the *Post* was able, this morning to print that "request"; and, not only so, but the text of its alleged communication was identical in language to that which appeared in the *Hongkong Telegraph* last night. But as if that were not sufficient for the voracity of our shark-like contemporary, it went on to give a translation, which we had secured after much trouble, of the Viceroy's despatch. It disdained apparently to take the trouble of finding out whether our translation was correct or not. It lifted the translation bodily out of our columns. Such compliments to our energy and accuracy we do not desire. It might have been possible—though we doubt it, but let us be generous—it might have been just possible for the *Post* to have obtained, by some means or other, a translation of the *Chung Kwok* article, but does anybody pretend for one single moment that the translation would have appeared in the *Hongkong Telegraph*? Such an idea is absurd. We expressly employed in the translation certain phrases which more properly expressed the precise meaning of the Viceroy than if we had used the hapazard phrases of the ordinary translation. Of course, as a matter of fact, no two translations of Chinese into grammatical English are ever identical. No two translations of a

French novel or of a German philosophical treatise could possibly be identical. Moreover, in this case the translators were certainly not one and the same person. Will the *Post* seek to drag in "the long arm of coincidence" and say that they knew not what they did? Even that would be stretching the credulity of readers a little too far. We have said that this plagiarism and *South China* practices have occurred before. A reputable paper must hide its head in shame and disgrace when the matter is mentioned. But we have previously allowed those "mistakes" to pass unnoticed, confident that a discerning public would recognise the ludicrous claims of the *Post* to be the best-informed, best-served and best-conducted paper outside London—or was it the Shanghai Bund? In this case, however, we went to considerable pains, trouble and expense to secure the information we published for the benefit of our readers. The audacity of the *Post* rivals that of its prototypes on the West River. All we are claiming is our vested right, our legal right, to news specially gathered by the *Hongkong Telegraph's* staff of representatives. Our contemporary is quite at liberty to regale its readers day after day with interminable columns of unreadable judicial dicta. Nature abhors a vacuum, and if the *Post* pretends to fill its columns with such-like "matter" we have no objection whatever. But we do object when our contemporary seeks to poach on the columns of the *Hongkong Telegraph*. Our contemporary the *Post* is probably too young to understand the difference 'twixt *meum* and *tuum*—for, as a contemporary said the other day, "the *Post* is still in its swaddling clothes"—but we trust it will soon learn. Meanwhile, we would suggest that it should endeavour to provide its readers with news which has not been culled from its local contemporaries. But what the *Post* would do without the *Hongkong Telegraph* we shudder to contemplate.

NANNING OPEN TO FOREIGN TRADE.

(15th August.)

The news that the Chinese Government has acquiesced in the proposal submitted by Viceroy Shum that Nanning should be declared open to foreign trade—as reported by our Canton correspondent to-day—will arouse interest and speculation—interest as to the probable effects which will flow from this concession to diplomatic pressure, and speculation as to the motives which led Viceroy Shum to submit the proposal and the arguments which convinced the Imperial Government that his suggestion should be adopted. At the first glance it seems probable that British interests will be furthered by the opening of Nanning, but the question remains whether, after all, the resulting trade, in the existing conditions of river navigation, will be commensurate with the high expectations held in some commercial quarters. It should be explained that Nanning lies on the northern bank of the Tso-chiang branch of the West River, 319 miles from Wuchow. It is declared to be healthy, and to have a population of about 100,000. Some years ago, in 1898, Mr. G. W. Sheppard, of Messrs. Jardine, Matheson & Co., visited Nanning and recorded his impressions of that city, which ranks second to Wuchow in the province of Kwangsi. He remarked that the "city has rather a prepossessing appearance, and the inclination is rather to over-estimate its importance than the other places *en route*." Adding: "A fair quantity of shipping lined the bank." Writing in 1899, he expatiated on the difficult navigable conditions along the first forty miles after leaving Wuchow; speaking of "some bad reefs of rocks." Thence there was a clear run of 120 miles to Kweiyuen, about half way to Nanning, but from Kweiyuen "there are rocky rapids and shallows extending for some miles with very sharp turns in the channel, which would render, so it was reported, the passage of a steamer impassable when the river had fallen to a certain stage. Some ten miles below Nanning, and fifty miles below it again, there are also two places where in low water junks are compelled to lighten to two and a half feet." That is not a cheerful prospect for those who entertain the idea of inaugurating a river service between Wuchow and Nanning. In 1901, the British gunboat *Sandpiper* drawing 2 feet 6 inches ascended to Nanning and had rather an adventurous time among the many swirls and eddies, the channel being both tortuous and narrow, and, indeed, "a large swirl on one occasion suddenly rose and caused the vessel to heel that it seemed impossible it should recover and escape the rocks." Mr. Ernest Alabaster, acting Commissioner of Customs, in his decennial report on the trade of Wuchow, remarked in 1901 that "while the navigable conditions to Nanning are an obstacle yet, perhaps, if particular rocks be removed (no very difficult operation) and the channel straightened, probably a special class of lighter, of large carrying capacity, for towing purposes, will be constructed and cargo go just as well by the West River." The same writer, looking ahead to the time when the Canton-Hankow railway is an accomplished fact, says that Nanning would probably seriously affect the trade of Wuchow. "Most of the lighter products of the fertile region of Central Kwangsi will pass to Nanning for water carriage, but heavier products such as those of the mines, may be sent here." In summing up the acting Commissioner maintained that "if the river were cleared of

obstacles "then conditions would be something like moving Wuchow to Nanning." Men of shipping experience in Hongkong are not exactly sanguine that any very great impulse will be given to trade from this port by the concession granted by the Chinese Government. Indeed, they are rather inclined to doubt whether anything will be gained by the gracious offering of the Imperial Government. There can be no doubt that as things stand at present the inducement to construct special boats to pass the shallows with sufficient power to counteract the effects of the rapids is not particularly great. It is true that steam launches of light draught would effect a valuable saving of time in the transportation of goods from Nanning to Wuchow, but the Chinese traders are seldom inclined to balance rapidity of transit and greater cost of carriage in favour of old-fashioned methods of transportation, lengthy, delays and small freight charges. A matter of a few days is of little consequence in their eyes provided the goods eventually reach their destination at the least possible cost. No doubt the introduction of railways and the adoption of modern ideas generally will educate the better class of dealers to a realisation of the value of time, but steamboat companies cannot afford to pay the expenses attendant on such education of the natives. Even as it is, the steamboats plying on the West River barely return interest on their capital cost and working expenses. One of the notable points in the speech of the chairman of the Hongkong, Canton and Macao Steamboat Co. at the annual meeting yesterday was to the effect that "the working of the West River service continues to be very unprofitable," and the Hongkong-Kongmoon service has had to be abandoned on that account. Of course, it may be deemed a healthy sign of China's progress that she should agree to the constitution of Nanning as an open port, but was there no *arrête* *pendant* when the Chinese Government acceded to the suggestion of the versatile and astute Viceroy Shum? It must be remembered that the Chinese authorities have for long viewed with anxiety the progress of France in Tonkin, and the effects of the extension of the Hanoi railway to Yunnan. May it not be suggested that the Chinese Government, taking time by the forelock, have decided to check French aspirations in the direction of holding a "preponderant" influence over the district commanded by Nanning by setting all the Powers at each other's throats in the contention for trade advantages in that district? Chinese diplomacy was ever subtle in its motives, and the Chinese would be playing an old game if their idea in opening Nanning to all countries was intended to settle France's "goose." Still, looked at dispassionately, that seems to be the underlying object of China's generosity. France may advance to Nanning but no farther, for then she would have to override the rights held equally by all nations, and the Powers would not look on calmly while France exerted her sovereign will over the Nanning district. But the Chinese are likely to be themselves outwitted if these considerations actuated their policy of the open door on the West River, for nothing can arrest the increasing influence of France along the borders of Tonkin bounded by Kwangsi and Yunnan. The railway is an invaluable pioneer in international affairs, and France must predominate to the extent, at the very least, of her railway extensions. It is unlikely, however, that Nanning will become a bone of contention among the Powers. So long as Wuchow maintains its pre-eminence as a port and trade centre in Kwangsi, Nanning must continue in a subordinate position. From all this it will be seen that British interests are not likely to be interfered with for years to come, and it is just possible, though it is scarcely likely that anyone will rely upon the event, that the opening of Nanning to foreign trade may bring additional grist to the Hongkong mill.

FIVE CHINESE HEROES AND THEIR REWARD.

Five Chinese carpenters, of Hongkong who, at the risk of their lives, saved five sampan people from drowning during a storm which occurred in July last, have been presented with the noble sum of \$5 each! Their deed must have been a heroic one or it would never have come to the knowledge of the police. We learn that they effected the rescue of five persons at the imminent peril of their own lives; their frail craft was nearly capsized half a dozen times; they kept their boat headed for the capsized sampan whose former occupants were struggling in the waves at the last gasp; finally, they managed to drag three persons into the lifeboat, and then had to dive under the hood of the upturned sampan in order to rescue two children. Not once or twice but half a dozen times the gallant Chinese endangered their own lives and it was only when at the point of exhaustion they that succeeded in rescuing two helpless infants. To those who have lived in the East it reads like a romance. Here were Chinamen, common labourers—imbued doubtless with the inherited belief that it is unwise to save life because then they will be responsible for the maintenance of the rescued here and hereafter—gallantly treading down tradition with no thought that they were heroes or qualifying for the coveted Albert medal. And they were rewarded with \$5 each, from the Bellios Trust Fund. Probably, had there been no such fund there would have been no reward. And how was this reward presented to them? Were the five Chinamen called to face a gathering of

appreciative fellow-citizens? Were they received with plaudits ill the roof ring, and the whole community of labouring Chinese informed of the nobility of their compatriots' deed? Of course not, they were only Chinese carpenters. Some official at the Police Office handed 25—possibly in subsidiary coins, for notes are valuable in these days—to another police official, who in turn handed it over to the carpenters, who signed a receipt and there was an end of it. Why, dogs and goats are honoured with badges and medals in England. The horse of a great general wears his medals and lives out his days amid the love and friendship of his human acquaintances. But five heroes are treated like a lot of paupers, and insignificant, disreputable paupers at that. Unless we are vastly mistaken, the general community will agree that these five men—whose names we do not even know and may never learn except after spending a lifetime in the Circumlocution Offices of the Colony—should have been decorated at a public meeting specially convened for the purpose. That meeting might have been held at the New Harbour Office, where the Hon. Captain James Lawrence, M.C., might have expressed the universal appreciation which the entire community feels when a brave act is bravely performed; or, better still, His Excellency the Governor might have called together his trusty councillors and invited the seafaring and other members of the public to attend a ceremony at the Government Offices in order to testify to their appreciation of valour and bravery, especially when these great elements have been found among men of humble origin and alien tongue. The Government would have honoured itself in honouring these men in public fashion, but nothing was done. A paltry \$5— or, as one may conceive it, a tremendous gift of Five Dollars!—was surreptitiously thrown at them, much in the way that a bone would be heaved at a pariah dog. It was all a hole and corner business, not a duty well done but a disgraceful task suitably performed. Perhaps the Government officials were not exactly certain whether the Chinese carpenters were really heroes, and thought to save the public a general inconvenience. If so, then they succeeded admirably—nothing could have been better; nor pearls before swine business for them. And now, money was meant to be spent. A month hence what will these heroes, whom we will still persist in calling heroes, have to show of their gallant deed done that stormy day in July? Could they not have received a British "saucer," or medal as it is officially termed, or, better still, an illuminated certificate in Chinese, which would have constituted an heirloom in five families? And if the authorities had brought this heroic act to the knowledge of the public is not the fact that the generous-hearted sailormen of the port would have readily put their hands into their pockets to subscribe towards some fitting emblem of their appreciation of the Chinamen's gallantry? Many men have been decorated with gauds galore for less. These five Chinese carpenters can rest content in the surety that those who come to know of their deed will regard them as heroes, and that heroes they remain despite the niggardly manner in which they have been treated by the official world.

AN IMPERIAL BIRTHDAY.

Although this is the anniversary of His Imperial Majesty the Emperor of China's natal day none would suspect it from the appearance of Hongkong, the major part of whose population consists of Chinese subjects. At least, there does not seem to be any violent attempt on the part of our Chinese friends to "maffick," to bedeck their buildings with bunting, to delect our ears with crackers, or to enjoy the hilarity of what is euphemistically termed a "good time." Even the Chinese banking establishments remain open to do business, which shows that the Chinese bankers are not as others, for who ever heard of a European banking house in the Far East neglecting to take advantage of a holiday? His Majesty Tsai Tien (whose reigning name is Kuang Hsi) has had a chequered career during his thirty-four years of life. Born in 1872, he ascended the Dragon Throne at the age of three, but it would be a travesty to say that he has ever known the privileges which appertain to the person of a reigning monarch. All through his short but eventful life the Emperor has been regarded as a vacillating, weak, inconsequent, hypochondriacal individual, bearing more resemblance to a puling, infirm infant than a responsible, steadfast and reliant being. He has been held in leading strings by the strong-willed Dowager-Empress. It is true that he almost shocked the world and amazed his subjects when he was believed to have promulgated certain progressive reforms in the government of his Empire some years ago, but it was only a flash in the pan. And yet, no doubt, he is a very amiable if somewhat eccentric young man, who would have passed quietly through the world, left to his own fancies and unhindered by any, had he not been born to his high estate. Possibly, had he been gifted with the force and energy of his ancestors the Chinese question would have been settled for ever by this time. The genius of the Dowager-Empress has preserved the Empire practically intact, but one wonders what will happen when she is no more. The latest record of His Majesty represents him petulantly pushing away his medicine while a trembling eunuch kneels at his door and begs his Royal master to partake of the draught. Yet all the edicts are supposed to be signed by the Emperor and everything is done in his name, even to the opening of Nanning to foreign trade. Perhaps Kwang Hsi would consider those his best friends who wished him long life in some retired monastery on the snowy peaks of Manchuria, where he could con the precepts of "Confucius" and become the embodiment of a mahatma. The only people who will probably spend the birthday in rejoicing are those ministers and officials who have been excused duty at Court for three days in order that they may celebrate the occasion in the bosom of their families.

"SOMETHING ATTEMPTED, SOMETHING DONE."

(16th August.)

At intervals during the past ten or fifteen years the Siamese Government has flirted with the idea of adopting a waterworks system which should embrace the metropolitan area. French and English engineers have been engaged to spy out the land and frame schemes for the provision of an adequate supply of fresh water for those resident in Bangkok. There exist to-day in the archives of the country reams of paper covered with statistical data intended to convince the Government that the schemes submitted would meet the requirements of the people. But up to the present time nothing has been done to carry into effect what would probably prove one of the most important improvements in the kingdom of Siam. Now and again the proposals of the past and gone engineers are resurrected from their moth-eaten covers, only to be carefully hidden away again in the depths of the undesired. And yet Bangkok, the capital city, with a population ranging anywhere between 400,000 and 600,000 people, is without a domestic water supply. Some attempts have been made to obtain water by means of artesian wells, but it can scarcely be seriously suggested that such wells would apex the needs of a city exceeding in size the Colony of Hongkong. In passing, we need hardly remind readers that Siam aspires to become a second Japan, and is bent on introducing Japanese methods of reform. The Crown Prince has been credited with a desire to espouse a Japanese princess in order that the bond between the two countries may be cemented. But we look vainly in the Siamese Budget for 1906-1907, just published, for any indication that some attempt at progress in the matter of a satisfactory water supply is likely to be started next year. The Bangkok Times, in no sarcastic spirit, remarks: "The Budget Report for the current year is on familiar lines and the main points dealt with are generally known." Although the excess of expenditure over revenue in 1905-1906 amounted to \$88,250,000, or roughly, about £37,000, it is covered by the balance of the £1,000,000 loan which was floated in London at 4 per cent. last year. The energies of the Government appear to be mainly directed towards railway construction, which, while a commendable feature of the Budget Report in itself, should not exercise the attention of the Public Works Department to the exclusion of pressing needs such as that mentioned. It is satisfactory to note that the Irrigation Department is pressing forward its campaign against the droughts which periodically work havoc with the great staple of the country, the rice crop. Our contemporary remarks that: "Of the proceeds of the foreign loan there was left at the beginning of the present financial year approximately £3,713,224. But this loan account is budgeted to provide £7,250,000 during the current year for railway construction, and we are therefore told that it will be necessary for Siam to again raise a further loan for productive public works. Another and larger loan is fully justified in view of the great amount urgently requiring to be done in the way of such work." Turning to the exchange and currency report, which may be described as the special department under the control of Mr. C. Rivett-Carnac, we find that the efforts made three years ago to fix the value of the tical on a gold standard have come to fruition. Mr. Rivett-Carnac writes: "It had become evident that there was no prospect of the Singapore dollar being fixed by the Straits Government at so low an exchange value as two shillings, and there was therefore no longer any advantage to be gained by continuing to maintain the equivalent ratio of 16.67 for the tical. Partly with the object of giving to the tical an exchange value more easily measured against the pound sterling and partly in order to raise its exchange value to a point somewhat more in excess of its intrinsic value, the Government determined in November last to raise the selling value of the tical to 16 ticals to the pound sterling equivalent to 15.3d per tical, and in the month of January last the new rate was attained by the local banks making large purchases from the Government at that rate. Meanwhile the Government has accumulated heavy gold balances in London and the banks have been notified that the Government is now prepared to sell drafts on an exchange rate of 15.25d per tical thus making the value of the tical effective at from 15.25d to 15.3d per tical." It would therefore appear that the currency question in Siam has adjusted itself, partly through the foresight of the financial advisers of the Government and partly through the action of the Straits Government in fixing the value of the dollar at 2s. 4d. "There was a slight decrease in the total value of the imports last year and a slight increase in the exports. Rice accounted for 77 per cent. of the total exports in 1905 as compared with 80 per cent. in the previous year. The tea export was the greatest on record, exceeding three-quarters of a million sterling. There cannot be the slightest doubt that taking the Budget as a whole the position of Siam is most satisfactory, and if only local reproductive works were undertaken in proportionate degree to the irrigation and railway works there would be no opportunity for cavillers to exercise their carping propensities. Siam should find little difficulty in raising another loan on the strength of her undoubted material prospects, and it is to be hoped that part of that loan will be devoted to ameliorating the condition of those whose avocations compel their residence in the metropolis, and thereby put an end to the annual recurrence of fevers and diseases which devastate the community during the dry season."

HONGKONG DUCKS AND MISSED OPPORTUNITIES.

Considering the number of those in Hongkong who are either directly or indirectly connected with the shipbuilding and shiprepairing industry much interest will have been aroused by the paragraph which we were enabled to publish last evening, through the

courtesy of Mr. Amos P. Wilder, Consul General for the United States, regarding the requirements of the Transportation Department of the Philippines. In the ordinary course of things, the notice would probably have been advertised, but the Insular Government has become parsimonious in these days and delegates to its consular representatives the duty of giving publicity to the wants of its various Departments through the consulates, thereby throwing additional work on a hardworking body, and, it is to be feared, sometimes limiting the number of inquiries which might otherwise be made. The notice in question stated that the Transportation Department were asking tenders for the construction of a sailing tug, a stern paddle wheel steamer and a hull for a steam launch. We understand that specifications have been forwarded not only to Hongkong but also to Shanghai and Japan, so that it is obviously the desire of the Philippine Government to secure bids from all the principal shipbuilders: firms in the Far East before the contracts are allotted. At present the keenest competition exists in the shipbuilding and shiprepairing industry, and it is imperative that if Hongkong is to maintain its reputation as one of the chief shipbuilding centres in the Far East those responsible for the conduct of the affairs of the Hongkong and Whampoa Dock Company must be up and doing. Shanghai is again prepared to teach Hongkong a lesson in the matter of hustling. While casting no reflections on the directors of the Hongkong and Whampoa Dock Company, we must say that the rivalry of the Shanghai Dock and Engineering Company has become no less keen since its reconstruction. Taking time by the forelock, the directors of the latter concern have delegated the powers of the board to Mr. Turnbull, the energetic representative of the Company (who, some five years ago, successfully completed against the Hongkong and Kawasaki dockyards and other similar enterprises in the Far East in securing the contracts for the construction of gunboats required to patrol the waters of the Philippines) to secure whatever business there may be obtainable in the American dependency. At present Mr. Turnbull is on a visit to Manila, and although he has given it out that he is there on a visit to old friends, he has admitted that he is prepared to combine business with pleasure. The activity of the northern Company may be fittingly contrasted with that of the local enterprise, whose attitude seems to denote somewhat of either lordly indifference or senile apathy. In this connection we would recall the case of the U.S. Transporter *McClellan*, the breakdown of whose machinery was the subject of comment in the Press of Singapore and Hongkong. Two months ago it was a well-known fact that the machinery of the *McClellan* was in a state of disrepair, and that the boilers along with the engine required to the extent of \$65,000, so that the work in connection with the docking and overhauling of the transport would ultimately mean the expenditure of a round lakh of dollars. We suggested to the directors of the Hongkong Docks the advisability of despatching a competent engineer to the Philippines with the object of securing from the authorities at Cavite the order for the docking and repair of the disabled transport. But that suggestion, which had the warm support of many interested in the local company, has not been acted upon, or, at any rate, no information has been allowed to appear to the effect that a representative was sent to the Philippines prior to the arrival in Hongkong, about three weeks ago, of the notice calling for tenders for the necessary work required on the *McClellan*. Why there should be no information as to the whereabouts of the *McClellan* is a great work on the other side of the harbour is apparently in slack, it is difficult for us to comprehend. As far as we can see there can be no reason why money should not have been spent and energy exercised in order to secure for Hongkong, before any rivals were in the field, the docking of the *McClellan* at Kowloon. It may have happened that Mr. Turnbull, on behalf of the Shanghai Dock, had anticipated the arrival of any Hongkong representative who might have been sent late in the day by the local Dock Company. If so, on the principle of "first come, first served," Mr. Turnbull, with his persuasive powers, as evidenced in the past, may be depended upon to have used his best efforts in the interests of the Company, he represents. And in that case where will Hongkong be? We regret that we have fallen upon times when a business undertaking of the magnitude and importance of the Hongkong and Whampoa Dock Company, capably conducted, as it is admitted to be, by its chief manager and his technical staff, should be guided by an administrative body so apathetic to the suggestions of the Press, representing, as we may claim to do, a large section of the shareholders. It is eminently desirable that at the forthcoming meeting of shareholders to be held at the end of the month of January last the new rate was attained by the local banks making large purchases from the Government at that rate. Meanwhile the Government has accumulated heavy gold balances in London and the banks have been notified that the Government is now prepared to sell drafts on an exchange rate of 15.25d per tical thus making the value of the tical effective at from 15.25d to 15.3d per tical." It would therefore appear that the currency question in Siam has adjusted itself, partly through the foresight of the financial advisers of the Government and partly through the action of the Straits Government in fixing the value of the dollar at 2s. 4d. "There was a slight decrease in the total value of the imports last year and a slight increase in the exports. Rice accounted for 77 per cent. of the total exports in 1905 as compared with 80 per cent. in the previous year. The tea export was the greatest on record, exceeding three-quarters of a million sterling. There cannot be the slightest doubt that taking the Budget as a whole the position of Siam is most satisfactory, and if only local reproductive works were undertaken in proportionate degree to the irrigation and railway works there would be no opportunity for cavillers to exercise their carping propensities. Siam should find little difficulty in raising another loan on the strength of her undoubted material prospects, and it is to be hoped that part of that loan will be devoted to ameliorating the condition of those whose avocations compel their residence in the metropolis, and thereby put an end to the annual recurrence of fevers and diseases which devastate the community during the dry season."

THE MANCHURIA-HONGKONG STEAMSHIP SERVICE.

(17th August.)

Whatever doubt there may be as to the sincerity of the Japanese promise that Manchuria will be open to the trade of foreign nations on the 1st September next, there can be no slight doubt that Japan is determined to make the best possible use of the benefits of her national policy of "open ports" in the north. Since the termination of the war, Japan has been exerting her forces to the utmost with the object of restoring those conditions which prevailed in the fertile province of Manchuria prior to the war, and of conferring on the population the forms of government which have been found suitable in the agricultural districts of Nippon. The work has proceeded quietly but none the less expeditiously; the railway lines are in working order, although we are told that they cannot yet be opened to the passage of merchandise, owing to the immediate requirements of the troops still in the country. Those who distrust Japanese methods have roundly declared that the reports who are traders in finding difficulty in utilizing the railways for the despatch of Japanese goods into the interior, but as the responsible Ministers of the Government have repudiated those statements either as wanton fabrications or gross exaggerations, and as the time remaining for Japanese merchants to establish themselves unopposed by foreign

competition can be measured by days, it is needless to labour the points submitted by Japan's detractors. The important point is that Japan is resolved to follow up her conquest of the Manchurian world in the conquest of the commercial world in the Far East. And one of the centres from which will radiate numberless units of Japanese energy will be the rich hinterland of Manchuria. From the telegram which we published from our own correspondent at Shanghai yesterday, it may be deduced that Japan regards the entire coast of China from Dairen to Hongkong as under her wing. A Japanese company with a capital of ten million yen has been formed to inaugurate a fleet of steamships which will run in connection with the Manchuria railway. It is well known that the province abounds in mineral deposits and several coal mines have been worked and are in working condition now. It is proposed to tap the rich coal fields, bring the product to Dairen or Tientsin as is now termed by the Japanese, and export it in the vessels of the company, now incorporated to Hongkong and Shanghai. The telegram in which this information (which should prove of the utmost importance to the shipping community of Hongkong), is conveyed explicitly states that this port is to be the terminus at this end. That will naturally import a new factor into the competition which will spring up when Manchuria becomes an emporium for western goods and will decidedly affect the position of those who have looked forward to the northern market as an outlet for those efforts which were emancipated by the war following the Russian occupation. The Japanese vessels after discharging their cargoes of coal at Hongkong and Shanghai will seek to obtain return cargoes of merchandise to Dairen. In other words, while they will have an established base at Dairen, with a monopoly of the coal trade, they will open a new market at Shanghai for the export of freight for their ships. In this way the ordinary shipping agent will be placed at a great disadvantage in competing for a share of the northern trade. Vessels belonging to local firms may manage to secure cargoes for Manchuria, but it is extremely doubtful whether they will succeed in face of Japanese opposition in obtaining sufficient freight to cover the expenses of the return journey. The Japanese steamship service being in alliance with the coal and freight trade, the railway operators are bound to have a controlling interest in the shipping trade, and should it come to a tariff war it is difficult to see how the Japanese can fail to win. All the advantages seem to rest on the side of Japan, but of course there are adventitious circumstances which may materially alter the present outlook. The Japanese business and shipping firms have strongly entrenched themselves in readiness for the forthcoming rush of commercial exploiters, and it will be for the commercial mercies of other nations to discover how these positions may be enlivened. Meanwhile, the only satisfaction which we may feel at the moment lies in the fact that "Hongkong is one of the ports whose trade will be augmented by the presence of the Japanese Manchuria steamship service."

HONGKONG GUN-DEALERS AND CANTON PIRATES.

Ingenuity has its limitations, as a Hongkong gunshop keeper is learned to his cost yesterday. From all that transpired it is evident that the defendant drove a thriving trade in the surreptitious sale of rifles and the manufacture of dummies. The Inspector was in the habit of making his regular calls on the defendant to inspect his sale returns and to examine the stock with the object of discovering whether the sales corresponded with the arms remaining on view. It is perfectly obvious that such a method of inspection is against the grain of the "really honest" trader who desires to make a trade on the side, and the shopkeeper in Queen's Road Central determined to make his fortune and allay the suspicions of the inspecting officer at one and the same time. Accordingly, when his patrons called and whispered that they wished to purchase a number of absolutely reliable rifles to defend their Canton delta, and when they also said that they did not wish to be incommoded by the inspecting officer, the shopkeeper replied that he had met men after his own heart. He was only too willing to oblige for a consideration, but as he was liable to be caught and punished under some absurd law framed by the suspicious authorities, that consideration would require to be highly satisfactory. When the defendant required testimonials as to the honesty of his customers and demanded a share in the loot should they unfortunately fall into a piratical ambush and sweep their opponents off the face of the waters by means of those new and up-to-date rifles, does not appear, but it was made clear that he sympathized with the object of the buyers, for not only did he sell them the rifles, but he also supplied them with the necessary ammunition, and he actually manufactured imitation war and rusty muskets as triggers. The police found fifty-six of these dummies artistically displayed in the defendant's shop, and although the licence-holder urged that he had received the home-made articles from countrymen in exchange for new weapons, all in the way of business, an unbelieving Magistrate sentenced him to pay a fine of \$750, the maximum penalty, and \$750 for each of the dummies, or \$38,000 in all. The money was cheerfully paid, so we know that the gunmaker's and gunseller's business is a highly lucrative one. It has been a common belief in Hongkong for many months past that those who had the money to spare found little difficulty in procuring arms and ammunition without going through the ordinary forms required by the Arms Ordinance. The difficulty has been to lay the guilty parties by the heels. After all, the utmost vigilance of the police cannot block every loophole and the rogue who sets out to obtain arms is no common malefactor. He will go to any shifts to effect his purpose, and that he frequently succeeds there cannot be the slightest doubt. The action of the licenceholder in contravening the terms of his licence cannot be too highly reprobated, yet one can realize his temptations. He is offered prodigious prices for his weapons, he is caajoled as only the thorough scamp can be, he is told that the police will be hoodwinked and nobody will be the wiser if he sells a number of rifles to unknown persons, and at length he is won over, partly by promises and possibly by threats. Of course he should call in the police, but before he knows his position he is too deeply implicated, too much hand in glove with a parcel of scoundrels, to wriggle out of their clutches. He may not be a pirate himself, but without him the pirates could not exist, or at any rate they would be greatly handicapped. Mr. Hazeldine, who heard the case, justly remarked that he did not think the defendant a fit and proper person to hold an arms licence, and he imposed the money penalty. He regarded the case as a very serious one, especially having regard to recent events in respect of piracy which had occurred close to this vicinity, and in view of which it was absolutely necessary that the provisions of the Ordinance should be enforced in the present instance. The belief that pirates were being supplied with arms from Hongkong has, therefore, for all practical purposes, been justified. It is

extremely probable that the bullet which killed Dr. Macdonald on the 8th inst. and the bullets which wounded the captain and officer of that boat came from weapons which had been disposed of by unscrupulous or faint-hearted dealers in Hongkong. Mr. Hazeldine has done what he could to give a salutary lesson to those who traffic with scoundrels, but it is unlikely that it will have much effect. The Ordinance is, in this respect, far too narrow; the maximum fine and punishment are inadequate, and the Attorney-General might be induced to consider the advisability of increasing the powers of the Court so that a criminal found in league with pirates or even suspected of being a friend of pirates might be dealt with in a fashion that would strike terror into the hearts of the evil doer. A fine, which can always be paid out of the profits of the business, even if supplemented by a term of imprisonment, is far too light for a crime; something with the spice of the "cat-in-hat" we suggest, should be inserted into the Ordinance.

A HONGKONG TRAIT.

Hongkong has been invaded during the past month by gangs of Indian coolies who have been variously stated to be bound for America, Panama and Honolulu. The Indians have generally sojourned in the Colony for several days after arriving from India and Ceylon, and, naturally, the petty shopkeepers have managed to make hay while the sun shines. Even the few fine in the possession of the average Indian coolie is not to be despised in these days when competition exists on every side. It is safe to say that these coolies, left to Hongkong, constitute a poorer—than a very comparative term in this case—than they were on arrival. The majority of people, however, have had little interest in the worldly posessions of the Indians, which is little to be wondered at considering that most of them seemed to have nothing more than the merest wish of a loan-rag to call their own. But there has certainly been a certain amount of vague speculation as to the destination of the emigrants. Even the lower-class Chinese coolies were not wanting in curiosity. When the "ush to the Californian" gold fields occurred in '40, the Chinese, or at least all of them who could raise the passage-money, were off hot-foot to Kum Shan (the Mountain of Gold), and there was another exodus when gold was discovered in Australia, the Chinese being eager to try their fortunes in Sun Kum Shau (the New Mountain of Gold). Perhaps some of the native coolies who hang around the Indians the other day believed that by carefully counting their cash they might emulate their fathers and secure riches from another gold mountain. It is to be feared that their hopes have been disappointed on this occasion. We learn that the Indian coolies have been indentured to work in the saw mills of Vancouver, Port Moody, Barret, and New Westminster. The contractor, Dr. D. K. Davidchen, has made an agreement with a number of sawmills to furnish them with 2,000 Sikh and Hindu labourers. It is reported in the latest issue of the Vancouver World that already 300 Indians have been placed, and more are expected by every mail. Most of the men, it is stated, are reservists of the British Army in India, but if that is really the case the coolies who have made Hongkong their half-way house, hardly impressed one as being any great loss to the Army. It remains to be seen how they will weather the winter of Canada. In this connection, it is of interest to notice that the Indian coolies are taking the place of Chinese and Japanese labourers in the lumber mills. When we remember that the tin mines of the Federated Malay States—which demand hard manual labour and continuous efforts on the part of those employed to west the metal from the soil—worked by Chinese are specially imported from South China, it is difficult to credit the statement that the Chinese are being ousted in favour of the Indians. Possibly, the explanation is that the Indian coolies are expected to be more docile and tractable than their predecessors, for the Chinese coolie is notably a self-sufficient individual who will by no means suffer any imposition. Possibly, also, Indian coolies are willing to accept less wages than a gang of Swatow labourers. The idea of substituting Indians for Chinese and Japanese does not strike a resident in China as being a very happy one, but it is an experiment, and that is all that can be said about it. In any case, Hongkong derives some benefit from the short visits of these indentured coolies. One of the peculiarities of Hongkong is that it invariably manages to secure some of the best of its labour from the most remote parts of its height. Hongkong welcomed the Chinese emigrants to America and Australia, and helped to relieve them of some of their superfluous cash during their temporary residence in the Colony. When coolies were required for South Africa, Hongkong stepped in and demanded her share of the disbursement. Now we have the Indians, who are the poor of the lodging-house keepers and all the tribe of hawkers. So that we may confidently rest assured, despite all gloomy prognostications, that there is still hope for Hongkong.

THE GOVERNOR-IN-COUNCIL AUTOCRACY.

Now that the New Territories are being opened up through the regenerative influences of railway development, interest has been aroused as to the prospects of this terra incognita from the point of view of the Government and the merchant. We have previously noted the fact that some of the most influential business men in the Colony have been at pains to prove to their own satisfaction at least that mineral deposits abound in the New Territories, and experienced prospectors who have explored the ground have given the assurance that deposits are not confined to the surface but extend in well-defined lines through the strata of the district. Especially in this case with respect to iron ore, which has been located, tested and found to exist in paying quantities. But the gradual extension of the railway accompanied as it is bound to be by the exploiting of the district for commercial and other purposes must lead to a consideration of the conditions under which land may be prospected and leased. The fact that the early prospectors have been able to locate mineral wealth in the small area over which they travelled has not escaped the notice of that large body of people who are always on the outlook for profitable investments or favourable speculations. Indeed there is reason to believe that various parties have at different times made short journeys into the interior with the object of forming some idea as to the future of the New Territories. That all are convinced there is a bright prospect in front of those who are first on the field may be accepted as a fact. But even if there should be misgivings on the part of a few the opportunity afforded of participating in the development of the country will appeal to the majority of people. And in these days, the knowledge that mineral wealth has been located, and that prospecting excursions, is not likely to deter others from seeking a share in what may prove to be a new bonanza. For these reasons attention will be directed to the terms of

the Ordinance which governs the searching for minerals and the leasing of lands. A Bill was introduced into the Legislative Council "to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals." The Bill consisted of only five clauses and it passed the Council at two sittings. But although the Ordinance appears so simple at a first glance, a little consideration will show that it contains principles which are repugnant to British ideas of justice and fair play. In the first place, this Ordinance confers on the Governor, or the Governor-in-Council which is very much the same thing, the power to grant concessions to companies, syndicates or private individuals the right to prospect in the New Territories. And also empowers the Governor or Governor-in-Council (the section is somewhat vague) to grant licences for the working of mines and minerals. There is no reference here to the opinion of the community. The whole matter rests in the hands of the Governor and a few officials who may or may not be swayed by private inclinations or private prejudices. For instance, should it come to the knowledge of some persons interested in the development of the New Territories that another party had decided to apply for mining rights over a certain area they might possibly make application for such rights in order to forestall their rivals. Should the latter also apply for the same rights it would rest with the Governor-in-Council to say which of the parties should be favoured by the Government. It may be said, that the Governor-in-Council will endeavour to act in the most judicious manner in dealing with rival applications and keep in the forefront the advantages likely to be derived by the country from the entrance of the rival claimants. But there is always a bias in the mind, and should the Governor-in-Council grant an application to an alien syndicate for example, rather than to a company of British merchants, even the Governor-in-Council would not escape from the suspicion that they had been swayed by prejudice and double-dealing, not to say hanky-panky, somewhere. Of course, we all repose the utmost confidence in the Governor and those who advise him in these matters, but even the Governor is not omniscient, and in these matters there are wheels within wheels which might affect a decision one way or the other. The point is that as the Ordinance stands it gives far too much power to the Governor-in-Council. It precludes honest competition and may deny a man the fruits of his labour. How can the Governor-in-Council, or any other body for that matter, which works behind closed doors and gingerly whispers secrets of vital importance to the community, how can the Governor-in-Council which has only an official view of affairs and cannot appraise the value of the arguments set before it, because they are not open to the public, give a decision which is absolutely fair and just in every case? Why should a concession be granted by a body with autocratic powers—a body which is here to-day and gone to-morrow and responsible to nobody but itself. What has the Governor-in-Council to do with leases at any rate? If a party desires a lease then let him bid for it in the public market. Let every competitor fight it out—let every thing above board to that man may know how we stand. This hole-and-corner business is becoming a public nuisance in Hongkong. In ordinary cases the Government is quite content to put up Crown lands to public auction, and so far that system of open dealing seems to have worked without damage to anybody's interests. The question of the New Territories is vastly more important, why such matters as lease of land in that district should be given at the whim of this or that official for no good reason, it may be, and possibly for no reason whatever, except some inward predilection for the applicant, it is impossible to say. The Governor-in-Council may be like Caesar's wife for all we know, but even Caesar's wife would be called to the bar of public opinion in these inconceivable days. The Ordinance which confers these illimitable powers on the Governor-in-Council first came before the Council members might have looked for the reasons for its introduction. If so, they read that: "The object of this Bill is fully stated in the title thereof"—and members could grope in the dark as they pleased. The fact is the only thing this Ordinance does is to make the Governor-in-Council supreme over the New Territories, with the power to withhold, to confer a boon or withdraw a favour. The Sultan could scarcely claim more autocratic powers: the Tsar never possessed them. In the 4th section of the Ordinance it is laid down that: "It shall be lawful for the Governor to grant and agree to grant."

such leases as may be declared by the Governor-in-Council to be expedient to be granted for the purpose of working such mines, minerals or minerals, etc. Why "the Governor" and not the "Governor-in-Council"? Was it purposely determined that the Governor should be in position to refuse, if necessary, his consent to the advice of the Executive Council? If the "Governor-in-Council" is to do everything else why should the "Governor-in-Council" be left out in the cold when it comes to the actual granting of leases, and that for a period of 75 years? The Ordinance is, on the face of it, an anomaly even in the vicious principle of government by bureaucracy. It is founded on the Star Chamber; we are to have in Hongkong another Council of Ten. Let the Government say at once that its mind is made up regardless of facts; that honest competition is not wanted, being effete, absurd, and contrary to official policy. Let the law be rather than the Government will stand by it rather than stultify itself. Under the Ordinance, the Governor-in-Council was empowered to frame regulations as to fees, rents and royalties to be paid in respect of licences and leases. These regulations appeared in the Gazette last week, and one of the regulations was that each mining lease should provide for the payment of a royalty in respect of each species of metal, etc., for which licences had been granted. It was also provided that the payment of such royalty should be at a rate not exceeding 5 per cent. of the estimated market value of the metal or mineral. To-day a *Gazette Extraordinary* announces that the rate for iron ore has been fixed at 10 cents per ton, and that the rate for copper is to be 15 cents per ton. That would seem to indicate the intention of the Government to put the Ordinance into force immediately. We can only say that we think it is to be much regretted that the Government has been led to adopt such miserably unsatisfactory methods in dealing with a matter which vitally concerns the development of the New Territories and the prosperity of Hongkong. There is, however, an unbiased business man in Hongkong who does not adversely criticise the terms of the Ordinance.

ON many occasions Chinese coolies, who watch the proceedings of cases at the Police Court, have had to be hauled out by Usher Fox and charged with "contempt of Court." The "contempt of Court" in those cases were simply smoking in the Court-room, but a case which was heard before Mr. Gompertz on Wednesday illustrates how much respect the average coolie has for a British Court house. The coolie was arrested by Usher Fox for committing a nuisance on the wall of the Court-room. On being placed before his Worship the coolie was ordered to pay a fine of 2/6.

ALONG THE CHINA COAST.

SOME NOTES BY A TRAVELLER.

[Written for the "Hongkong Telegraph".]

INTRODUCTORY.

Let us announce at the outset that these notes are meant only as fragments; that they are in no wise intended to give more than a passing glimpse of some of the things seen, heard and experienced by a not-over-observant traveller as he passes northward from Hongkong, endeavouring especially to reach some of the little-visited places lying between, or near, the major ports—though not altogether neglecting the latter.

It was at first thought to be possible to journey all the way from Hongkong to the first port reached by the regular coasting vessels, viz., Swatow, by a series of trips on native launches. The coast line between Hongkong and Swatow, while in general form suggesting the south-eastern quadrant of a circular circumference, resolves itself upon closer acquaintance into a series of seven indentations, the three more northern ones, Tunglo Road and Haimun and Hoi Po, being considerably smaller than the four southern or western ones, Mrs. Bias, Hong Hai and Hie Che Chin bays. Hong Hai is the largest (about thirty miles wide at its mouth, and extending some twelve miles inland); and contrary to the expectation aroused by its name, the smallest is "Hoi Po" Bay (only eight miles wide at the mouth and extending inland but three miles). This lies due south from Swatow about eight or ten miles, and is, in fact, separated from the latter by what is really, by virtue of being crossed by two fair-sized creeks, not a part of the mainland but a large twin island, the outer promontory of which, shaped like a huge hammer-head, bears the "Good Hope Cape" Lighthouse, whose white gleaming stream seaward some fifteen miles, and perhaps it is this beneficent factor which after all justifies the name from the mariner's point of view.

Island from most of these bays, at distances varying from two to twelve miles, we find several fair-sized settlements, as Buelang, Hailung, Tai Sam (or Swabue), Lufung, Hwai-lai, Suilung, and Chao-yang—four of them walled cities, and these with Swabue making five that are occupied by missionaries.

Besides these places just mentioned, and relatively speaking they are of little or no importance, the only other place which it seemed desirable to visit in our casual survey of the coast before reaching Swatow, was Breaker Point Light, the first lighthouse encountered above Hongkong.

But the plan to reach these places by a series of trips on native launches sounds better when spoken of, and looks easier when studied on the Admiralty chart, than it really proves to be when one actually attempts the initial stages with any desire for certainty in being able to go on without inordinate delay. Though if one had decades of time at his command and were willing and patient he might spend a goodly portion of it in carrying out such a plan of coastwise travel.

So far as it could be ascertained beforehand, the only likely place, omitting Mira Bay as too near at hand, was Tai Sam or Swabue (spit end—or tail of the spit) to which there is a daily launch service from Hongkong—the run requiring eight hours and the start being made at 7 a.m. From Swabue there is the chance of getting a launch to Swatow about twice in ten days, though the service is far from regular.

We mention this, of course, also, because judging from the difficulty with which definite information has been secured—and that mostly by actual and sad experience, it seems desirable to present data which may be useful to other intending itinerants.

Entering the outer harbour of Swatow in the early dawn, passing Double Island at least a couple of hours before the residents, who have come down there for a little respite over night, will arise, one passes through a narrow strait into a larger estuary. On the north side of the strait the onshore waterfront of a Chinese coast city is seen, with its Customs landing, mission compounds, and modern godowns prominent in the foreground. The Customs fore-shore is a large open common, which, though unadorned, affords a veritable boom on a summer's evening to large numbers of natives who crowd there from their close city quarters to catch a refreshing sea breeze. Directly opposite on the south the attractive and comfortable residences of the foreign friends of China appear, built, or rather in some cases "perched," here and there along the rockiest shore-ridge one has yet encountered in China. These dark and brownish granite crags in some places assume most curious forms, many of the houses are half hidden by others and by the trees which relieve, to some extent, the rugged character of the hills; and as seen across the clear water dotted with sailing sampans and a goodly number of fair-sized merchant ships of various nations, riding quietly at anchor, or turning slowly in a huge arc toward one of the hulks moored along the city's front, the whole picture gives an impression of beauty long remembered. While the southern shore is by far the more picturesque and the northern flat and rather drear and sandy, yet the latter enjoys, during the summer months, a nearly continuous full breeze and now and then in the afternoon generally stiffens considerably, and bears the significant name of "the Swatow Doctor"—old residents declaring its efficiency, and, with considerable truth no doubt, to be superior to a host of real and wise doctors.

Though now a place of perhaps 35,000 people, we understand that some forty years ago it was but a small fishing village and had no regular port, its growth being a result of foreign trade, or at least trade carried in foreign bottoms—and that now it ranks among the first five ports of South China as a revenue producer for the C. I. M. C.

Having learned these facts, to our surprise as we approached Swatow, we still did not expect to see thirteen good-sized freight vessels at anchor in the harbour and all working. The disparity between this and the rather inadequate site of the town proper, naturally caused some wonder. But the riddle was soon solved—and no doubt the answer is already well-known to many of our readers—when one came to see the rich and heavily cultivated lowlands lying to the north and east copiously watered as they are by the many branches of the River Han, and learned that about twenty-four miles to the north the great city is the city of Chau Chu (or in Mandarin Chao Chuan) which is the real trade centre, Swatow serving simply as its port. Accordingly a trip up the river is planned which proves of considerable interest and is readily accomplished.

THE RIVER HAN.

which begins among the hills of south-western Fukien, and flows with simple modesty almost due south toward the estuary, at the narrow entrance to which Swatow finds itself, is to be distinguished from the other river of the same name, a much more pretentious Han, which rises in the south-western Shensi and winds its way eastward, through that province, and then southward across Hupoh to form with the mighty Yangtze a junction which is marked by the triple alliance of Han-

yang, Hankow and Wuchang. Though affording no comparison with this name sake, so far as mere magnitude is concerned, we venture to think that it presents some worthy charms which the camera and the pen alone suffices to reveal.

Starting from Swatow at dawn on a typical July day—one sufficiently sun-bright to satisfy the most ardent lover of summer, and yet enlivened by drifting masses of white cumulus clouds which serve alternately as shield and reflector—our sampans passes, thanks to sail as well as pole, through one of the many narrow creeks which decimate the delta, and after some eight miles enters the river proper near the village of Ampu. Here the water broadens considerably and we glide along more swiftly, under increased wind and less frequent tacking.

A few narrow islands now and again reduce the navigable width, but compensate for this inconvenience by the added scenic effects. A sharp turn in the river affords the curious sight of a boat just ahead, bearing due northward, on a slender silver stream, and not far to the west another, only the tails of which can be discerned, plunging its way due south, apparently through an "unwatered sea," all gloriously green with maturing rice, and yet both are journeying on the same stream and impelled by the same breeze. This effect, heightened by the clearly reflected image of the first boat, and the variable shadows cast by its turning sails, together with the choppy yellow waves which submerge the hull of the other, as the wind causes the rippled grain to toss its heavy head, makes altogether a picture well worthy of our attempted description.

Evidently this river is subject to large rises, for throughout a great part of its length the banks are marked by substantial stone and concrete dykes—the tops of which, at this harvest season, are only festooned with countless sheaves of rice waving under a July sun. These dykes are frequently supplied with a peculiar sort of water-gate, giving entrance to small canals, leading away into the midst of the cultivated fields—but quickly closed at times of too high water by heavy timbers slid into place in granite grooves.

Some of the rocky bends of the river bank afford quiet pools in an otherwise rapid current, and about them one sees ducks, geese, cows, and even the youthful herds, all enjoying the coolness of a submerged existence, while along the top of the dyke, not far away appear three dark figures silhouetted against the sky—a buffalo cow and two herders, one a mere mid-gut, the animal, by all odds, wearing more covering on its body than its keepers can boast of.

But perhaps the most characteristic thing encountered on the River Han is the peculiar sort of craft used by the Hakkas river-men. We have not seen them elsewhere else, and never saw them pictured. A high back-shaped prow with flat sides and angular, not rounded, lines is the most striking feature. Down the steep sloping sides of this beak the polemen tread as bending nearly three quarters over, he pushes the boat ahead by the usual long bamboo brace against his shoulder. The second marked feature is the sail—a proper mainsail being used, but an upwind pointing, long, thin, two-pointed sail, which at the lower end extends a stiff curved bamboo matting while between the upper and wider part of the prongs a cloth sail is belled into a portion of a truncated cone by the pressure of the wind directly behind. We imagine that this rig is of small efficiency where tacking is necessary, but we can testify from experience that when sailing dead ahead of the wind this curious craft makes no mistake in its progress.

As twilight fades the night becomes radiant with a nearly full moon, and while other less ambitious boatmen ride at anchor, our craft glides silently on, and the traveller lying flat on his back on the prow can stare and gaze and muse to his heart's content—his meditations now and again being broken by strains from the lute of some boatman he is passing, which have not been heard elsewhere. The notes of a Scottish bagpipe and the sounds encountered in the streets of Cairo, (with apologies to the former).

By midnight the objective "fu" is reached, and day-break is awaited before setting out to investigate what it affords.

REMARKABLE CITY: CHAU-CHU-FU. An early morning start gave us a chance to climb one of the highest hills on the east side of the river opposite the city without unnecessary fatigue, and as the mists lifted and the horizon broadened one saw that the city was centred in the midst of a striking amphitheatre of hills, the full three quarters of a circle, the only apparent opening being toward the south which was the way we had entered in the night.

The second marked feature in the landscape is the peculiar old bridge across the Han, which at this point is perhaps half a mile wide in *total*. This consists of twenty-two piers (originally twenty-four) which are large enough to bear on their tops, on either side of the bridge, a number of small, but different, towers—barbers, blacksmiths, carpenters, etc. These piers are joined by three huge slabs of pinkish granite, laid side by side, which by actual measurement are four feet thick, four feet wide and forty-five feet long, and in some cases longer. They were evidently put into position by being floated on boats at highest water of the year and then dropped into place as the river level sank. In some cases a few heavy timbers here and there do duty instead—and yet as a whole the bridge is quite well preserved for, doubtless, it is of considerable age.

There is a break in the bridge, however, near the western shore and this gap of some 150 feet is covered by eighteen chained boats and plankways. At the time of high flood tide these boats rise to the level of the bridge floor and the chains let go, whereas a few days later a gap is offered to each boat secured and returned. This takes place every year and interrupts the use of the bridge at the very time when it is most needed!

At the western end of the bridge crouches a huge metal (bronze?) water-buffalo, and legend has it that there was another at the other end, but when an extraordinary flood years ago carried away the two pieces now missing, the buffalo jumped over and swam upstream never to return! At least the legends at the bridge-end, and there were many of them, so declared.

But aside from its being situated in the midst of a striking amphitheatre of hills and owning such a curious bridge, the shop-crowded piers of which mildly suggest London's famous spire, Chau-Chu-fu itself, as a Chinese city, is one of the most remarkable we have seen.

Dirty streets and dilapidated city walls are so usual, that when one encounters a well kept wall and a wide and clean, and yet busy, main street, one's attention and even his admiration are justly aroused. Every effect has its cause and we were naturally curious to learn the reason for this remarkable condition of things in a Chinese city. With regard to the wall, doubtless the necessity of adequately guarding the city against the annual floods has had a great deal to do with keeping the wall in such good repair, at least that portion along the river front; and as the various sections of the wall are maintained at the expense of the several districts of the city, and it is a matter of pride for each district to have its section of wall not inferior to any other, the

consequence is a complete wall, well maintained throughout its whole extent.

So sudden and so voluminous floods of the river sometimes occur that it is necessary to make adequate provision for barring the city gates against the rising water, and we found in the same sort of huge granite grooves in the wall just in front of the gates as we had previously noted in the dykes along the river bank, and heavy timbers were ready to hand to slide into position, and piles of earth as well as sacks filled with it were nearly ready to form an effective dam, when put between the regular gate and this extra screen of timber arranged in front. The street outside the wall is sometimes flooded sufficiently to force the inhabitants to seek the second stories of their houses, and so to provide an easy way of egress. The wall bears openings opposite the various houses and planks can be laid from the windows to the wall, which at such times becomes one of the main thoroughfares of the city.

As already remarked Chau-Chu-fu can boast a clean and well-kept main street, and one is also struck by passing along it to note the prosperous and progressive character of many of the shops. Some estimates of the population reach as high as 300,000 and while we cannot be sure of this, we should at least recall that throughout Kwangtung not more than six other places, outside Canton, are at all likely to be comparable in size and much less in importance. The chief industry of the place seems to be the manufacture of shoes of all the various native styles. The making of indigo and the dyeing of cloth are next in importance, while power-weave and power loom to be used as idol money, and the grinding of gems also receive some attention. A particularly effective kind of fan with a long curved upper part made of split bamboo and covered with decorated paper, finds its sole place of manufacture here, and a very few pennies buy a fan which in Canton brings some thirty or forty cents.

Perhaps the modern spirit which is spreading over China is best attested by the change in the character of the better class of book-shops as seen in Chau-Chu-fu—from which most of the ancient and useless stuff has disappeared and is being replaced by many subjects, as prepared in Japan or by the Commercial Press in Shanghai, are exposed for sale, together with the various other requisites of the modern student in China, in some cases public goods and sets of national history and mineralogical specimens filled the shop-windows.

We had pointed out to us a silk-shop which did a foreign export business direct on its own account, and a little further along we were astonished to see over the portal of a thriving silversmith's the following Latin inscription: "1904 Spoliata Item Extracta." This, we were told, was a shop owned by converts of the French mission and had been converted into a workshop of silversmiths by unsympathetic fellow-townsmen, had been reconstructed out of an indemnity received through the agency of the missionary's consul. In any case it was a well-kept and striking shop, and this Latin inscription but added to its unique character.

Throughout its length the main street was at quite frequent intervals spanned by notable and substantial granite arches bearing figures of men and animals, and benches under the eaves.

The rising reform in municipal government was evidenced by the police in khaki uniforms, and a slight detour brought us to a large temple, the outer courts and side-buildings of which were being used as police headquarters—a significant indicator of passing superstition and rising law and order. Here on Sunday mornings a weekly drill of police is conducted. But of the time clock prominent in the scene two showed the same hour, and we received a timely warning that even amid the present show of progress all is not yet as well-regulated and ordered as it will need to be before China can boast a really efficient government, though here and there one sees grounds for congratulation.

In the yard of this police station stood a garbage cart which each week (though this is not a frequent occurrence) makes the rounds of the prominent thoroughfares drawn by a chain gang of convicts who are held to the task by a guard of police. Thus the clean condition of Chau-Chu-fu's main street is to be ascribed to an intelligent and capable Taoist, whose example might well be followed by numerous municipal officials elsewhere in China.

Another detour brought us to the literary examination hall where formerly convicts were held, the first degree were held, and was clean and in better repair than any examination-hall we have seen elsewhere, and it is so arranged that it could well serve as a place for large public meetings and need not suffer the destructive fate which has come upon the second degree hall in Canton and elsewhere.

Instead of the rows of separate stalls which characterize the second degree hall, there were long rows of granite desks and benches under one large roof. Each desk bore dividing lines showing that it was meant to accommodate four persons, and the total capacity was readily estimated at 2,300. As an examination hall of the old type it will, of course, not be used further—already in accordance with the new regime the schools in Chau-Chu-fu have taken on a modern form and are well attended.

Chau-Chu-fu's harbour three missions—the French Catholic, the American Baptist, and the English Presbyterian. It was under the auspices of the hospitable surgeon in charge of the medical work of the last named mission that we learned as much of this interesting city as we did in the brief stay we made.

Although a day and a half-night were required for the upward trip from Swatow, the downward run was made from 9 p.m. to 7 a.m. putting us back in Swatow about noon, and catching the outgoing steamer for Amoy, had she been going on time, which needless to say to those who have travelled the China coast she did not do.

SALE OF QUARRYING RIGHTS.

At the offices of the Public Works Department was held this afternoon the sale by auction of the right to quarry stone on one lot of Crown land, at Ngau Shui Wan, near Tai Wan village, New Kowloon, in the New Territory, for a period extending from the date of sale up to and including 31st March, 1907. The lot is registered as the Tai Wan Quarry Lot No. 3, and is situated to the west of Tai Wan village, with an area of 10,000 square feet. The upset price was \$44.

Only one bidder put in an appearance and he, Mr. Ching Lan, acquired the rights with his bid of \$46.

LAND SALE.

The letting by public auction was held this afternoon at the offices of the Public Works Department of one lot of Crown land, north of Barker Road, for a term of 75 years, with the usual option of renewal for a further period of 75 years. This lot is registered as Rural Building Lot No. 126, and is situated opposite Rural Building Lot No. 93, north of Barker Road, and contains an area of 15,000 square feet, carrying an annual Crown rent of \$56. The upset price was \$1,500.

There was no competition, and the property was knocked down to Hon. Mr. W. Chatham for \$1,524, being \$24 above the upset price.

THE YUEH-HAN RAILWAY.

DESPATCH FROM H.E. SIR MATTHEW NATHAN.

VICEROY SHUM'S COMPLACENT ANSWER.

At the request of His Excellency the Governor of Hongkong, the British Consul-General has sent a despatch to the Viceroy of Canton with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow railway. In the despatch it is pointed out that the proposal is inequitable to Great Britain, since it was with the assistance of British capital that China was able to secure the redemption of the line from foreign concessionaires. The loan was granted on the condition that China would complete the railway to Hankow herself. If it were considered desirable, on the other hand, that foreign engineers should be engaged to superintend the work, England should be given the prior claim to such appointment.

In response to the British Consul-General's despatch, Viceroy Shum has replied stating that the Consul has no right to interfere with the appointments and management of the Company. He states that he has memorialized the Throne and has obtained, for the merchants, the sole right of constructing the line, and that the Company being a commercial enterprise has the liberty to manage its affairs without outside assistance.

[The information contained in the first portion of the above report was in our possession on Saturday morning last, but for reasons, which appeared good and sufficient to us, we withheld it for the time. The Viceroy's reply (which reached us yesterday, Sunday, morning) to Consul-General Mansfield's despatch having appeared in this morning's issue of our vernacular contemporaries, the reason for withholding publication of this important item of news from our columns no longer holds good.—Ed., H.K.T.]

The following appears in *The China (Chung Kuo) Po* of to-day's date:—

"Viceroy Shum's reply to despatch sent by British Consul-General, Canton, relative to employment of foreign engineers in the Canton-Hankow Railway. It is reported that Viceroy Shum sent the following reply:—

"Replying to the British Consul-General's despatch containing a statement from the Governor of Hongkong to the effect that he has seen in certain daily papers an account of the Canton-Hankow Railway's intention to employ Belgian engineers in the construction of this railway, the Viceroy desires to state that the Canton-Hankow Railway having received Imperial sanction to be under mercantile management the employment of men and the management of all money affairs are all under the merchants. As to the Railway Company employing engineers, the power is vested in the Company; the Viceroy has nothing to do with it; therefore, the Viceroy requests that the above facts may be communicated to the Governor of Hongkong."

CONSTRUCTION RESUMED.

[From Our Own Correspondent.]

Canton, 11th August, 1906. The long-expected and much discussed resumption of work in connection with the completion of the Canton-Hankow Railway has, at last, become an accomplished fact. Considerable enthusiasm was manifested by the Chinese merchants and gentry at the initiation of an enterprise combining the spirit of a commercial undertaking with national patriotism. Commencement was made today with the building of the Sai Chan Nam on section of the Yueh Han Railway. Mr. Chang Kun Ying, the chief manager of the company, was present, and he himself, with a shovel, turned the first sod, in order to stimulate the workmen with their work, which it will be the endeavour of the company to push on vigorously to completion. The company has called for tenders for the supply of materials, within thirty days. The names of the successful tenderers have not yet been disclosed. Judging from the ardour and enthusiasm with which the work is inaugurated, under Chinese auspices, it is confidently expected that the date of completion will not be far off.

THE SUPERINTENDENT ENGINEER. Difficultly experienced in the appointment of a suitable engineer, as the superintendent of the line, the services of Mr. Chin Tin Yee and Mr. Kwong Sue Mau have been retained by Viceroy Yuan; their appointment to the Yueh Han railway cannot, in consequence, be secured. Thus the coveted position of Superintendent Engineer is still vacant. It is reported that it is Viceroy Yuan's intention to retain all suitable and competent engineers [of Chinese nationality] for employment in the North.

THE CHINESE VOLUNTEERS.

DISSTROU—ENTHUSIASM.

We (Shanghai Times) are exceedingly sorry to hear that some of the Chinese Volunteers who took place a week or two ago before Duta Tasi-se and his fellow Travelling High Commissioner, Ziang Chi-heng has proved almost as disastrous to the new Corps as a pitched battle. The parade, it will be remembered, took place on a Sunday, a blazing hot day, and a large percentage of the members of the Corps had to fall out, overcome by the heat. It appears that no fewer than twelve of these unfortunate young men have since died, and we are sure that the sympathies of the entire community, foreign and native, will go out to the families of the poor young fellows in their last bereavement. The lesson will doubtless be taken to heart by the officers of the Corps, who will learn from it not to parade their men in the summer without grave cause, and to adopt a more effective covering for the head than the inadequate little cap which at present forms the headgear of the Corps.

THE CHINA BORNEO CO.

Reports from Kndat have been received to the effect that new shops are being built with timber imported from Singapore. The reason given is that it is "cheaper than buying from Sandakan." This too though there is an import duty of 10% on timber! To the above report Mr. W. G. Darby, Manager of the China Borneo Co., adds the following remarks: "This can only be true to the extent of 5000 c. ft. of planks to Kndat this year up to date. Chappness has never been the sole object we have in view. Our aim is rather to supply a good article at a fair price and the above sales are some proof that our endeavours meet with some little success."—D. N. B. Herald.

ACCIDENT IN SAMCHUN HARBOUR.

PASSENGERS SEVERELY SCALDED.

Passengers who embarked on board the steam launch *Hung On*, to make the journey to Samchun yesterday morning, had a very unpleasant experience before the trip was over. The steam launch left this port early in the morning, carrying some fifty or sixty passengers, including Police-sergeant and Mrs. Gerrard, who were returning to their station at Samchun, and arrived in Samchun harbour shortly after noon.

Immediately the *Hung On's* engines came to a standstill sampans flocked to the sides of the launch, to take passengers to the shore. Half the passengers had boarded sampans, when suddenly there was a panic among them, for the engine of the launch had turned off steam on to the sampans alongside.

Before the occupants of the sampans had time to escape several received a severe scalding, while the others, hearing the screams of those in agony, took to the sea. One coolie, who was nearest to the exhaust pipe, was very badly burnt on the chest, part of the skin being blown off by the steam, and his condition is very critical.

Sergeant Gerrard, who was with his wife in another sampan, received some bad burns on his legs. Without waiting for anything serious to follow, the policeman set his wife by the arm and together they jumped into the river. Gerrard is a good swimmer, and succeeded in keeping his wife afloat, until they were later picked up by a junk.

Near the launch excitement ran high. Men, with their wives and children, screaming with fright, all made attempts to get out of the way of the deadly steam, but in vain. The sampans people had jumped into the water on finding that escape was impossible, leaving the helpless passengers on the boats. These latter were forced to leap into the harbour, and soon the harbour of Samchun was one mass of "swimmers."

By this time those passengers who were fortunate enough to be still on board the launch and out of harm's way, had rushed to the head of the engine-room and acquainted the engineer with what had occurred, and steam was turned off; but the damage had already been done.

The exact number of passengers who were scalded is at present unknown, although it is certain that no deaths have so far resulted from the accident.

The coolie who was so severely scalded had to be brought back to Hongkong to go to hospital, and his condition, we are informed, is precarious.

The police here were informed of the occurrence, and when the *Hung On* arrived in port this morning, the engineer was taken in charge. "The whole affair was an accident," said an officer, "but we are holding the engineer until evidence arrives from Samchun. Then we will decide whether he will be charged, or not."

OWNER TO COMPENSATE.

After being detained in a cell for nearly forty-eight hours at the Central Police Station awaiting the arrival of witnesses from Samchun to prosecute, the engineer of the steam launch *Hung On* was brought out this morning on a charge of "incompetence and negligence in the performance of his duty," and subsequently liberated.

The particulars of the accident, which appeared in our issue of Saturday last, were to the effect that while the *Hung On's* passengers were boarding sampans to take them to the shore, someone in the engine-room turned off steam, scalding many of the passengers, who were in sampans, the result of which was that many had to take to the sea to get out of the way of the scalding steam.

Further particulars of this morning showed that Mr. Gerrard, wife of Sergeant Gerrard, who was severely scalded on the leg, did not escape without injury. She was slightly burnt on the head and arm, and it was immediately after this that Gerrard seized her and jumped into the harbour and were both picked up some distance off by a boat. Several other passengers were slightly burnt, the only serious case being that of the man who received the full force of the steam on his chest, and is now in hospital.

When the engineer—Ng Yung by name—was brought and placed into the dock to await his turn to face the Court, it was the opinion of many that the prosecution could not prove the charge of negligence and that the case would be thrown out. The result was that the engineer was said to have been taken before the Harbour Master. What happened there no one knows, but the engineer was brought back to the Police Court and it was related that the police were going to withdraw the case.

When the case was called, Sergeant Gerrard asked that the engineer be discharged, and this was done by Mr. Hazeldan, on the understanding that the owner of the launch had intimated that he was willing to compensate all those who were hurt in the accident. The engineer was accordingly discharged.

The engineer in a statement made yesterday gave this as the cause of the accident. When the launch arrived at Samchun he received an order from the coxswain to "stop." This he did. Soon afterward the telegraph rang "go astern" and a few minutes later, "stop" stood by. He was standing by with his hand on the stop valve awaiting the next order, when the greaser turned on steam to blow the bilge water out. That was the cause of the accident. He had no hand on the stop valve.

When the case was concluded people enquired whether Sergeant Gerrard, according to the rules of the force, had authority to accept compensation, but on enquiries made we were informed that the Chief of Police had given him permission to accept the compensation offered, and the matter was settled.

INTERPORT CRICKET.

In response to a pressing invitation from the Shanghai Cricket Club it is decided to send an XI to Shanghai about the end of September to play Shanghai and probably Tientsin. No actual sailing date has been fixed but at the moment the P. & O. *Nile* leaving Hongkong on 30th September seems to be the most convenient. The Committee, however, hope to be able to arrange for the Team to arrive in Shanghai on Saturday, 29th September, to meet the wishes of the Shanghai Cricket Club, who would like the games to commence on Monday and Tuesday, October 1st and 2nd, as both these days are public holidays.

The following players are requested by the Committee to practice at the nets on the Cricket Ground on and after Monday, 13th instant, and to inform the Secretary at once whether they are able (if selected) to go with the Team:—

A DISPUTED SIGNATURE.

In the Summary Jurisdiction Court this morning, His Honour Mr. A. G. W. Paine, Judge, presiding, Suda Singh, an Indian watchman, sued Ha Hau, a fitter, employed at the Sugar Refinery, for the recovery of the sum of \$50, alleged to be due on a promissory note, signed by defendant on 15th March last.

Mr. R. Gardiner, of Mr. O. D. Thompson's office, appeared for the plaintiff, defendant appearing in person.

Suda Singh said he was a watchman at the Sugar Refinery, and was the plaintiff in this case. Defendant was also employed there. Witness lent him \$50, and the latter signed this document produced. There were other people present when the document was signed. The sum of \$50 was still due, though he had applied to defendant for it many times. Defendant paid him \$3 for two months' interest, and then said he had no more money.

Defendant: "When did I pay you \$3?"

Witness: On the 15th April, \$1.50 and on the 15th May \$1.50.

Defendant: Where did I pay you these sums?

Witness: Outside Jardine's Bazaar.

Defendant: Have you anything to show that I paid you those amounts?

Witness: No, I took no note.

Defendant: Where did I sign that document?

Witness: In a shop in front of Jardine's Bazaar—a Chinese shop.

Defendant: Whose shop was it?

Witness: I only took the shop; I do not know whose shop it is.

Defendant: Was anyone present when I signed the note?

Witness: Four or five men.

Defendant: Can you produce these four or five men?

Witness: I don't know where they are.

His Honour: He is alleging a forgery.

Chuanan Singh, who was a watchman at Wanchai. He had been in the Court for two and a half years. He knew the defendant. He went with the plaintiff to the defendant, Ha Hau, about five or six months ago, to see him at a shop. He saw defendant sign a document, and give it to the plaintiff, and he saw the plaintiff give defendant some money—\$30.

To defendant, witness said it was a cigarette shop.

Defendant: How is it the plaintiff said it was signed near the Jardine's market, and you say the Wanchai market?

Witness: I don't know the names of the markets.

Defendant: Then why are your statements different to the plaintiff's?

His Honour: I don't know that they are.

Defendant: I never borrowed any money from the plaintiff; he said he did not even know the man.

His Honour: He works at the same place as you do—the Sugar Refinery.

Defendant: But I only work in the day; he may be a night-watchman.

His Honour: Make him sign his name with a Chinese pen and ink.

Witness wrote his name.

His Honour: These two signatures do not seem the same; try him with another pen.

Defendant again wrote his name.

His Honour: I am not satisfied about this. Can the plaintiff find the shop?

IMPORTANT LAND SALE.

SITE AT HUNG HOM OFFERED.

An important land sale at Kowloon is shortly to take place. The lot, measuring 23,400 square feet, is situated at Hung Hom and comprises portion of the foreshore and sea bed. It is subject to an annual Crown rent of \$225 and the uper price is \$29,000. The amount stipulated by Government to be spent on rateable improvements within two years of sale is \$15,000. One of the special conditions of sale is that the purchaser shall reclaim the whole area of the lot and an additional strip of land 50 feet in width along the north-eastern boundary of the lot for the purpose of forming a public road to such level as may be approved by the Director of Public Works and shall protect the reclaimed area to the satisfaction of the Director Public Works.

COUNTERFEIT COINS.

HEAVY SENTENCE PASSED.

At the instance of Inspector Dymond, at the Police Court, this morning, a coolie named Luk Pui was charged with uttering counterfeit Mexican dollars. He was charged yesterday, and also with being in possession of seven counterfeit dollars.

The coolie said the coins were given him by a friend. Evidence was heard to the effect that the accused went to three shops at Aberdeen yesterday and after chatting with the shopkeepers for a while asked to be given small coins for dollars. The shopkeepers fell in with him, but when accused left the shops he discovered that they had been tendered lead dollars, and informed the police. Accused was arrested on the point of purchasing some cigarettes with a bad dollar.

His Worship sent defendant to gaol for six months, and to be exhibited in the stocks for six hours, the spurious coins to be destroyed.

Inspector Collett, of No. 7 Police Station, had a similar case. He placed a carpenter by name Chan Lam Sang before Mr. J. H. J. Gompertz, for being in possession of twenty-nine counterfeit twenty-cent pieces, and also for trying to "pass off" ten of the coins, yesterday, at West Point.

The carpenter pleaded guilty to the charges, and his Worship fined him \$50, or six weeks' hard labour on the first charge, and to go to gaol for six weeks and to be put in the stocks for six hours, on the second charge.

CLAIM FOR GOODS SOLD.

A DISPUTED ACCOUNT.

Before his Honour Mr. A. G. Wise, Justice Judge, presiding in the Summary Jurisdiction Court this morning, the Yuen Hung Shing, No. 36, Wing Kai Street, presented a claim for the return of goods sold, for the recovery of the sum of \$162.91, being the balance of account due from the defendant to the plaintiff for goods sold and delivered during October and November, 1905.

Mr. G. H. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the plaintiff, first defendant not appearing, and second defendant appearing in person.

Lai Kwai, said he knew Leung Shing, the master, who was formerly master of another ship in the Central Market. He had dealt with the defendant for many years. The latter was a partner in the Fuk Cheung Loong ship, and it was owing to his telling him he was a partner that he gave him credit; otherwise he would not have trusted him.

Lo Shing said he was the second defendant in this case; he was a partner in the Fuk Cheung Loong ship. He dealt with the Yuen Shing firm and purchased the goods for his cousin. His cousin was the master of the ship.

His Honour: Well, you bought the goods and must pay for them, and you can sue your cousin, if you like.

Judgment with costs for the plaintiff, against the second defendant.

POKER PLAYERS ARRESTED.

INDIAN SHOPKEEPERS CHARGED.

Eight Indian shopkeepers were arraigned before Mr. F. A. Hazeland, at the Police Court this morning. The first defendant, who is charged with gaming, was held in \$1,000 bail, and the remainder \$25 each to come up for trial in a week's time. Detective-sergeant Morrison executed the gambling raid, with a party of detectives last night, and discovered the game of having a flutter at poker. The police were of opinion that it was a public gambling house and so took charge of the place. It was alleged that the men were playing small stakes.

Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared on behalf of the defendants and the adjournment was allowed on his request. The police intimated that at the hearing next week the Crown Solicitor will prosecute.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley on the 14th to 15th August, 1906. The following returns were made:

ROBERTSON FAREWELL CUP.

Mr. C. Biont	84-6-78
Mr. C. E. H. Beavis	78-4-1-79
Mr. H. Pinckney	91-12-79
Mr. J. Clark	81-1-80
Mr. A. J. Saunders	89-9-82
Mr. W. A. Forrest	97-18-82
Mr. F. W. Warre	95-12-83
Mr. C. W. May	89-5-84
Staff Payor, H. G. Wilson, R.N.	95-11-84
Mr. E. J. Grist	89-4-85

(33 entries)

POOL.

Major S. H. Pedley	78-3-75
Mr. R. M. Croase	90-15-75
Mr. C. Biont	84-6-78
Mr. C. E. H. Beavis	78-4-1-79
Mr. H. Pinckney	91-12-79
Mr. J. Clark	81-1-80
Mr. A. J. Saunders	89-9-82
Mr. W. A. Forrest	97-18-82
Mr. F. W. Warre	95-12-83
Mr. C. W. May	89-5-84
Staff Payor, H. G. Wilson, R.N.	95-11-84
Mr. E. J. Grist	89-4-85

(33 entries)

Winner of Cup. * Tie for Pool.
The next competition for the Captain's Cup and May Cup will be held at Happy Valley from the 18. to 31. September, 1906.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

THE "SAINAM" OUTRAGE.

The eightieth ordinary half-yearly meeting of the shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, was held in the offices of the Company, at the Mansions, to-day. Mr. E. Goetz, Chairman of the company, presided, and among those present were Messrs. N. A. Siebs, A. Haupt, F. A. Gomes, C. Lenemann, E. Fuhrmann and A. Babington (directors); Captain W. E. Clarke, acting secretary; Messrs. A. H. M. de Silva, J. Arnold, Captain G. F. Morrison, Messrs. W. Hutton Potts, J. E. Ellis, E. Moses, A. Denison, S. H. Michael, T. G. Hough, G. de Champeaux, J. J. Leiria and others.

The Acting Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and consider the accounts for the half year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expression to the deep regret of the Board at the recent piratical outrage enacted on board the steamer *Sainam*, causing the untimely death of the Rev. Dr. Macdonald and the wounding of Captain Josiah, Engineer of the four Indian watermen and several crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty.

This Company together with the other joint owners Messrs. Jardine Matheson & Co., agents, the China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., have made strong representation to H.B.M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken to protect us once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by Treaty with a friendly Power. Our arrangements are made for times of peace, but in view of the bad old reputation of the delta, we, at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and cunningly devised attack against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that, as joint owners and managers with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done and will be done to bring this matter through to a final and successful issue as far as lies in our power.

I will now refer to the items of the report and accounts as presented. You will notice the report for this half-year has been extraordinary due to new wood decks being laid on two of our steamers, and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corroding in places becoming a constant heavy expense for repairs and, as this deck is the third-class passengers' deck, your directors under expert advice concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is \$27,000, and, as you will see, your directors have decided that a share of same, namely, \$15,000, shall become chargeable to the current six months' working. The charges for this year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Hungnam* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to install an electric light plant, which is now nearly completed. The whole fleet of steamers is now in better order and electric fans fitted in the passenger state-rooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public on all the lines operated by the company, and averse condition of trade by exceptionally low rates and constantly increasing business.

By exchange on subsidiary coins of which a very large portion of our revenue is derived and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 508 tons against 12,825 tons of corresponding period 1905. The working of the West River service continues to be very unprofitable, especially the Hongkong-Kowloon line and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Yok Ying*, thus abandoning this line. Judicious economy have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment. I will merely remark that as usual our investments in stock stand at a figure well within the market value and that for every pound on mortgage there is a satisfactory margin.

Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

No questions were asked.

The Chairman: I propose the adoption of the report and accounts as presented.

Mr. Denison seconded.

Carried unanimously.

Mr. Moses proposed that the appointment of Mr. A. Babington as a director be confirmed, also that Mr. F. A. Gomes and W. A. C. Cruickshank be re-elected members of the Board.

Mr. A. H. M. de Silva seconded.

Carried.

Mr. Hough proposed, and Captain Morrison seconded, the re-election of Messrs. A. O'D. Bourdieu and W. H. Potts as auditors for ensuing half-year. Carried.

The Chairman: That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow at 10 a.m. Thank you for your attendance.

THE Shanghai Dock and Engineering Co., Ltd., launched on the 6th inst. from their Pootung Works the single screw steel tugboat *Daisy*, built to the order of Mr. G. McElna for the Matschappij-Op Vijn Bosch Landbouwerijexploitatie in Langkat. The following are the dimensions of the boat:—Length over all 100' 3"; length between perpendiculars 101' 3"; breadth 20' 3"; depth 7' 3". The engines are vertical compound direct acting, surface condensing, having cylinders 16 and 36 inches in diameter by 24 inches stroke. The boiler is a single ended steel cylindrical return tube type, and arranged to burn oil fuel on arrival at her destination.

FORECLOSURE OF MORTGAGE.

WHO PAYS THE PIPER?

14th inst.

In Original Jurisdiction this morning, his Honour Sir Francis Pigott, Chief Justice, presiding, the Hongkong Land Investment and Agency Company, Ltd., proceeded against Ng Chit Mi, Ng Moi, Ng Kwong, Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, U I Sam and Chan Cheung Chi, all of Canton, in the Empire of China, except Chan Cheung Chi, a resident of Victoria, Hongkong. The plaintiffs being mortgagees of certain properties registered in the Land Office as section N. of Marine Lot No. 77, and section B. of the Praya Reclamation to the said lot, which properties were mortgaged to the plaintiffs by the defendants, Ng Chit Mi, Ng Moi, and Ng Kwong, on the 9th February, 1905, and of which properties the said defendants assigned the equity of redemption to the defendants Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, and U I Sam on the 10th December, 1905. The plaintiffs therefore claimed an account of principal, interest and costs under the mortgage; payment of what is found to be due to the plaintiffs on the said account, or in default of payment the enforcement of the mortgage by foreclosure and delivery of possession or by sale, and other relief as the Court saw fit to grant. Mr. H. G. Calhoun, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff company, and Mr. W. W. Lade, instructed by Mr. F. Paget Hett, of Messrs. Brutton and Hett, represented certain of the defendants. Mr. Slade said he appeared for the second mortgagee and the assignees of the equity of redemption, altogether the last five defendants.

Mr. Calhoun: I object to my learned friend appearing in this matter. He has filed no statement of defence, as required before he can appear at the trial.

Mr. Slade: I do not oppose the objection but I must say at once that he was simply there to save the question of costs. He admitted everything, and the plaintiffs were entitled to their judgment, but not to the costs claimed.

His Honour: I think Mr. Slade may have the costs as he has not appeared to defend. He has not been considered afterwards.

Mr. Calhoun: But he ought to have filed a disclaimer, and he has not done so and therefore he has no right to appear now.

His Honour: But Mr. Slade has consented to judgment; he is not opposing you.

Mr. Calhoun: They promised to make an assignment, and we have waited since January to save further costs.

Mr. Slade: May I make a suggestion? I do not appear for the first and second defendants but for the other five and on their behalf I consent to judgment; but I object to the costs.

His Honour: If it is only a question of costs I think the matter is simple.

Mr. Calhoun: But they did not take the right course.

His Honour: I see no objection to the course proposed by Mr. Slade. I could give you my judgment and leave the question of the costs for the Registrar. I must in any case give judgment with costs against somebody. I think I can give leave for the defendant to appear through Mr. Slade. You had better prove your mortgage, and take judgment, and then I will hear you on the question of the costs.

Mr. Shelton Hooper said he was Secretary of the plaintiff company. He said the deed of mortgage provided that the deed was to be a loan of money made by the company to the plaintiffs. When they entered into possession of the properties they had to pay out certain moneys for over-seers' salary, legal expenses and other charges, which made the sum due on the 9th inst., \$141,079.42. Interest was paid up till January, 1905, when it ceased.

His Honour: Then does that conclude your case, Mr. Calhoun?

Mr. Calhoun: Yes, my Lord, that is the case.

His Honour: Then you can take judgment and I will hear you regarding the costs.

Mr. Slade: Will your Lordship make the judgment for foreclosure? There are some well recognized subsequent proceedings to be taken.

His Honour: Yes, the judgment will be for foreclosure.

Mr. Calhoun then asked that the usual time for making the order absolute be made for one month from date instead of the usual six weeks.

His Honour: Has Mr. Slade any objection? Mr. Slade: I think not, my Lord; it is immaterial to us.

His Honour: Then let that be the order.

Mr. Slade then argued at great length on the subject of costs. He said that his clients had at all times been ready to all the costs to the matter to save expense, but the first two defendants could not be got to sign the assignment, but his clients were at all times ready to do so, and therefore the costs should not be given against them. Learned counsel then quoted authorities showing that defendants in a foreclosure suit were entitled to their costs up to the time of foreclosure, if he had made a *bona fide* offer to assign the property and disclaim all right and title thereto. In this case they had made a distinct offer, and therefore they were entitled to their costs, as they had also immediately consented to judgment.

Mr. Calhoun then argued that they had not carried out their promise; and even so, it was useless for only five of the defendants to sign the assignment—they must have the other two, and the other two promised to sign, but for months they did nothing and then his clients decided to go on with the action.

His Honour said it appeared to him that the question was whether they had done all they could to redeem their promise.

Mr. Calhoun said it was obvious they had not, for the assignment had never been signed as it might have been if their intentions were *bona fide*.

His Honour: But can't the costs be got out of the estate?

Mr. Calhoun submitted not, as they were not likely to be able to sell the properties for their proper value, and submitted that he was entitled to the costs in the usual way.

His Honour: But there is this point to consider. If a defendant, willing all through to assign, comes into Court, and after doing all he can to help you, and consents to judgment, surely he is entitled to his costs.

Mr. Calhoun: But they did nothing; they made promises and did nothing; they made promises and did not keep them. If they really intended to save expense and to give an assignment they should have shown their *bona fide* by assigning their share, irrespective of the costs.

His Honour said he would take time to consider the question of the costs, and the Court adjourned.

THE master of fishing lug 16368H was charged before Mr. F. A. Hazeland, at the Magistrate's Court, on Saturday, with failing to exhibit a bright light on board his boat while entering the port last night, and also with being in unlawful possession of a quantity of dynamite and detonators, without a permit. The defendant pleaded guilty to the charges, and was ordered to pay a fine of \$15.

DEVELOPMENT OF SHAMEEN.

14th inst.

So many new houses are in course of construction, or have been already commenced, that the old Shameen is gaining quite a new appearance, says the *Canton Daily News*. On the Bund in the English concession is the fine new building of Butterfield and Swire, somewhat farther on, the palace of the new German Consulate. On the Canton side is situated the new large Hong of Messrs. Reiss & Co., the new fine Masonic Hall, which was inaugurated last Sunday, down the river on the Bund is the new building of Mr. Danby, in which at present reside Mrs. Zundel, the next building on the corner belonging to the East Asiatic Trading Co., has been enlarged by another story, etc. In course of construction are the Hong of Messrs. Arnold, Karberg & Co., which will be a large fine compound too, the three new houses for the International Bank and other firms, the new house opposite Messrs. Watson & Company; some other new constructions are under consideration. In the French concession the new Customs buildings, of which the foundations have just been laid, will provide quarters for a good number of Customs officials, whose removal there will leave other residences free.

There should now be space in Shameen for enterprising merchants to establish branches here—up to the present room has been very scarce and we have often heard that given here, the reason why new firms do not open here.

Canton with its two million inhabitants and its immense possibilities of trade could surely support more than the present number of firms who live by it. If trade at present is somewhat dull, such periods are always followed by more lively ones.

CRICKET AT AMOY.

[From a Correspondent.]

Amoy, 10th August, 1906.
The return match between the Amoy Customs Club and the Kulangsu Lawn Tennis and Cricket Club was played on the 8th and 9th inst. The Amoy Club again won the toss, and elected to bat. Decks and Fletcher opened the innings, and a very bad start was made by Fletcher, calling for a short run, was run out. Mr. Simpson followed, but his stay at the wicket was not long either. Messrs. Duncan and Komarov were the next victims, and a regular rout seemed to have set in. With the advent of Kilby things began to look rosier for the Customs men, and a long and productive partnership was readily all along and as soon as he found he could get someone to stay in with him, he started knocking the bowling all over the field. Stumps were drawn at 6.45 p.m., and by this time the light was very bad indeed.

The score then was 157 for 5 wickets of which Decks scored 105 not out, and Kilby 19 not out. Decks' innings was a treat to watch and he received a tremendous ovation, as also did Kilby. The following afternoon the Customs team declared their intention to play the Kulangsu Cricket Club men were not in to show off their run-getting abilities. As usual in Amoy, a late start was made. The game, which was called for 4.30 p.m. sharp, did not begin till 5.15 p.m.

The Customs team were in the field for over a quarter of an hour waiting for their opponents to open the game, but the dilly-dallying was painful and the batsmen were not in a fit state to play. It was evident that the Kulangsu men were not in to show off their run-getting abilities. As usual in Amoy, a late start was made. The game, which was called for 4.30 p.m. sharp, did not begin till 5.15 p.m.

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CANTON VICEROY ACTIVE. REGULATIONS FOR ANOTHER RAILWAY.

PROPOSED ROUTE OF THE KWONG POO LINE.

[From Our Own Correspondent]

Canton, 15th August.
The following proclamation as to the purchase of lands required in connection with the construction of the Kwong Poo railway has been issued under the signatures of Viceroy Shun and of Chang, Minister of Commerce:—
"Railways are most important for the purpose of enlarging the trade in the country. Recently the Kwong Poo Railway Company has been established, the shares of which have already been subscribed.
The first section of the railway extends from the Chuen Lung Hou, of the eastern suburb of the Canton city, to Luk Kah Yuen of Whampoa—altogether 40 miles, and then from Whampoa passing Shik Lung through the districts of Tsang Shing and Tung Kwon and Pa' Lo, Kwei Siu, Luk Fung of the Wai Chow prefecture, and the district of Wai Loi, Pao Ning, Kiu Yang of the Chiu Chow prefecture, beyond the city of Chin Wai two prefectures, and passing Lu Ping to Amy in the province of Fukien—altogether about 1,500 miles.
The above has been sent in a memorial to the Emperor by the Board of Commerce. The first section from Canton to Whampoa has been examined by subordinate officers and the magistracy of Pao Yu. This is a disturbance whatever to the amenities of the inhabitants or the lands of the first lot should be bought immediately in accordance with the stamped deeds at present market prices.
The Company should pay coolie hire for removing any houses or graves which may be deemed necessary for the construction of the line. Should the landowners wish to share the profits of the railway, the company will issue shares to the landowners, together with the money remaining to be paid them for their properties. But the landowners cannot raise the prices of their properties.
A despatch has already been sent to the Pao Yu magistracy to protect the railway. The entire population residing along the first section of the railway must understand that the lands, houses, gardens, etc., required by the company must be sold in accordance with the present market prices.
If any of you do not take my advice, he will be liable to severe punishment."

ALLEGED BRIBERY.

SANITARY INSPECTOR ARRESTED.

16th inst.
Quite a sensation was caused in certain circles in the Colony last night when it became known that a European sanitary inspector had been arrested by virtue of a warrant. While outsiders were wondering who the man could be and what led to his arrest, the subject of their conversation was being entered in the charge-sheet by Inspector Ritchie. After this had been done and other formalities gone through the sanitary inspector was taken to a cell to pass the night.
This morning, the inspector, whose name is Francis Ward, and who was a member of the legal police force three years ago, before being transferred to the Sanitary Department, was brought before Mr. F. A. Hazeland, at the Police Court, to plead to the charge. The charge was "that Francis Ward, being a public servant did unlawfully, on the 5th of August, 1904, accept a bribe of \$15; on 7th December, 1904, accept another bribe of \$30, and on 10th April, 1905, receive a further sum of \$10, with a view to induce him to do an act contrary to duty as such public servant and contrary to the rules of honesty and integrity."
Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, appeared for the prosecution, and Chief Detective Inspector Hanson watched the case for the police. The defendant was unrepresented.
Before his Worship had informed the defendant of the charge, Mr. Bowley said that he wanted to add a second charge against the defendant's name, to wit, the effect that on the 23rd, 25th and 28th June, 1906, the defendant did unlawfully obstruct the due course of justice by endeavouring to persuade one Chan Chi from giving evidence before the Commission. Counsel for the prosecution then asked for an adjournment.
His Worship—I think, Mr. Bowley, you had better supply the defendant with a copy of the charge you intend adding now and I will take it up at the next hearing.
Mr. Bowley—Very well, your Worship.
His Worship then read out to accused the charge of bribery against him and he pleaded not guilty in a low voice.
His Worship—Do you make an application for bail?
Accused replied in the affirmative with a nod of the head.
Mr. Bowley—I would ask your Worship to make the bail substantial one. The charge is a very serious one, your Worship.
His Worship—How much would you say?
Mr. Bowley—I leave that to the Court, your Worship.
His Worship—I cannot form an opinion on that unless you can say that the evidence you have is *prima facie* and that it is strong and incriminating.
Mr. Bowley—Yes, your Worship. I can. Bail was then fixed at \$1,000, and the case remanded until Wednesday next, at 2.15 p.m.
No information could be obtained as to who the complainants in the case were or from what person defendant was alleged to have obtained the money.

ALLEGED MURDER AT HUNGHOM.

CHINESE COOLIE KILLED.

16th inst.
Ip Ma Ti, a foreman coolie, and Yang Ku and Ho Ting, coolies, were charged this morning, before Mr. H. H. J. Gompertz, at the Police Court, with murdering one Lam Shun, at Hunghom, yesterday. The defendants denied the charge. The circumstances under which the alleged murder is said to have been committed have not been related in Court up to the present as the police at Hunghom are engaged in securing witnesses for the prosecution, but it appears that shortly after one o'clock yesterday afternoon the defendants, it is alleged, ordered the coolie to do some work which he either forgot or did not want to do. He was then attacked by the coolie, using his fists and feet on his body. The man's spleen was ruptured. The police were next called, the unconscious man removed to the station but it is said he expired on the way, and the prisoners arrested. The case was adjourned for a week.

PRACAS AT WEST POINT.

"I'VE GOT NO WORK TO DO."

16th inst.
A coolie from West Point, covered with bandages from head to ankles, appeared as complainant in a case this morning against another coolie charging the latter with assault. The alleged assault occurred in a building under construction, and four men were supposed to have "mauled" the complainant. There are two contractors engaged in erecting certain houses at West Point. One contractor and his gang of coolies are attending to the drainage part of the business, while the other section attends to the building part of the contract. The complainant was engaged as coolie to the drainage contractor. At eight o'clock this morning the complainant could not settle to work on account of the absence of lime, and being a man who is very fond of lime, he did not want to waste time, so he got a couple of baskets and went over to the building contractor's side, and started filling the receptacles. He was not there long. The building contractor's coolies, who are alleged to have an animus against the drainage men, swooped down on the unfortunate coolie and laid him out with bamboo poles. When the police arrived to remove the unfortunate man to hospital the building coolies had gone. On examining the coolie it was found that his head was split in two places, his thumb was sprained, his ribs were cracked, and he had several other wounds too numerous to relate. The coolie was treated at the hospital and the leader of the building gang who started the assault was arrested and placed before Mr. F. A. Hazeland, by Inspector Collett, this morning. The injured man was put in the box to give evidence, after which the accused said they had witnesses to call who would prove that he was innocent of the charge. To allow them to do that his Worship adjourned the case until to-morrow. Bail \$25 each.

PROPERTY DEALING.

"A FORCED INSOLVENCY."

16th inst.
The public examination of Chung Shan Koo, insolvent, was held this morning before His Honour Sir Francis Pigott, Chief Justice, presiding in Bankruptcy Jurisdiction. Chung Shan Koo said his business was buying and selling property. He had been in business since he was 18; he was now 30 years of age. He had no money when he commenced business as he was in employment. He commenced buying property about seven years ago. The property was at West Point. He did not keep accounts of his business because he did everything through the Bank. He did not keep a cash-book, and never kept one. He knew what his liabilities were because they were registered at the Land Office. The only books he had were the books for the receipts of money he received, and a book showing the money he paid into the Bank. He had kept a bank-account since 1903. He had no book before 1903, as they had been eaten up by white ants.
Mr. Wakeman: "I am old story."
Witness, continuing, said that he had not the books because his clerk had taken them away. He took them to Canton—he was sick.
Mr. Wakeman: So he took your books because he was sick?
Witness: He took them and I had to send for them. I was forced into insolvency.
Mr. Wakeman: Then what made him bring them back?
Witness: I sent for them.
Mr. Wakeman: And when did he come here?
Witness: He came last night.
Mr. Wakeman: Here said that he could not go any further with the examination and asked for an adjournment for time to prepare the statement of affairs.
His Honour: How much time do you want?
Witness: Ten days, my Lord.
Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, said he appeared for Mr. Ho Tung, an opposing creditor, and requested that the time be limited to one week.
The man, he said, had had ample time to prepare his statement, but in every way he had disregarded the requirements of the Bankruptcy Ordinance, and had not only not given the Official Receiver the slightest assistance, but he had also disregarded the position of his affairs, but he had also disregarded the order of the Official Receiver to furnish him with a statement of his receipts and expenditure for the last three years, and had made no effort whatever to comply with that order. He would therefore submit that the adjournment be limited to one week at most.
His Honour: Then I will adjourn it until Thursday next, if you have no objection, to offer, Mr. Wakeman.
Mr. Wakeman: No objection, my Lord.
The Court adjourned.

A CLAIM THAT FAILED.

16th inst.
In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Tsai Man Po, of No. 15 Stanley Street, broker, sued Hung Mui Hoi, of No. 51 Graham Street, of No. 17 Queen's Road Central, and of No. 121 Des Voeux Road Central, broker, for the recovery of the sum of \$218, being the balance for commission due from the defendant to the plaintiff. Mr. B. Gardiner, of Mr. O. D. Thompson's office, appeared for the plaintiff, and Mr. F. X. d'Almeida e Castro represented the defendant.
Mr. Gardiner called the plaintiff who said that the amount due originally was \$758 on account of which he had received \$530 in cash, leaving a balance of \$218 due and owing to him by defendant. The latter had sent him a promissory note for the amount, but he had not got it.
His Honour: Where is the promissory note?
Witness: I handed it back to the plaintiff.
His Honour: What did you do that for?
Witness: Well, I had the brokerage notes, and I thought they were just as good.
His Honour: Well, they are not; you made a fatal mistake in giving up the promissory note, at that amount to an administrator. You received payment. Now you have nothing to sue upon. Let's hear what the defendant has to say.
Defendant said he did not owe any money to plaintiff. He had owed him \$758, but had paid him in cash \$530, giving a promissory note for \$218, which note he subsequently paid and redeemed, and he had it now. Plaintiff gave it him when he paid the balance.
His Honour: Judgment for defendant with costs.

UNLIKE the European who tendered the conduct of a tramcar a \$10 bill for a ten-cent ride and wanted change, an Indian watchman from Quarry Bay refused to pay his fare on Monday and ended by lashing out at the policeman who was taking him to the lock-up. He was eventually landed in a cell. On being placed before Mr. F. A. Hazeland, at the Police Court this morning, the watchman was ordered to pay \$3 for not paying his fare and \$5 for assaulting a constable. All that for a five-cent ride!

CLAIM FOR WORK DONE.

THE WRONG DEFENDANT.

15th inst.
In Summary Jurisdiction this morning before His Honour Mr. A. G. Wise, Puisne Judge, the Poon On Loong, of No. 23 Lower Lascar Row, contractors, sued Wong Fook Chau, of No. 146 Wellington Street, rent-collector, for recovery of the sum of \$48, being balance due by the defendant to the plaintiffs for work done and material supplied.
Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. Otto Kong Sing appearing for defendant. When the case was called on his Honour said that if he had taken the case on Friday, when the parties appeared in person, it would not have taken ten minutes, but, as they did not, he "set a date for the hearing, and then first comes Mr. Otto Kong Sing, and says he is instructed to appear for the defendant, and ask for an adjournment, and then you come in and say you have just been instructed to represent the plaintiffs, and I suppose you'll ask for an adjournment also!"
Mr. Dixon: No, my Lord, I can go on.
His Honour: Then I don't know how long it will take.
Mr. Dixon: It should not take long, my Lord, the evidence is short. The work was done by the plaintiff, and at the time the arrangement was made the plaintiff believed that the defendant was the owner of No. 6 Amy Lane, and subsequently he found he was his agent. He submitted he was entitled to sue the agent.
Lau Yu Tia said he was the managing partner of the Poon On Loong; he knew Wong Fook Chau, the defendant. He had done work for him at No. 6 Amy Lane. It was concrete-work.
His Honour: What was it Sanitary Board work?
Witness: Yes, it was.
Continuing, witness said when he made the contract with the defendant, he did not know who was the owner of No. 6 Amy Lane. Defendant said he was the agent, and the owner was in Macao. The contract price was at first \$16, but other work had to be done, as an inspector from the Sanitary Board called and would not pass the work, and \$22 had to be added to the price. He had to put in cement instead of lime-concrete, and so the contract was altered, and the defendant himself added on the \$32. Defendant paid \$10 on account. He had an entry in his book of the work done, and the money paid out and received on account of it. Witness had done the work, and he had received a certificate from the Sanitary Board inspector that the work had been satisfactorily done. A notice was produced, but that was not the one he received; that one was endorsed by Inspector Carter.
His Honour: Where is that notice?
Witness: I handed it to defendant's wife, as defendant was not there.
His Honour: Then you must either produce that notice, or have the inspector here.
Mr. Dixon: I wrote to him yesterday, my Lord, to come here to-day, but I have not heard from him.
His Honour: What is his name?
Mr. Dixon: Inspector Carter, my Lord.
His Honour: Then you must subpoena him.
Mr. Otto Kong Sing: Have you any written contract? If not, where is it?
Witness: I handed it to the defendant.
Mr. Otto Kong Sing: When was that?
Witness: When the terms were agreed upon.
Mr. Otto Kong Sing: Did he sign it?
Witness: No.
His Honour: Then there was no contract, for you to sue upon. Why did you sign it, if the defendant would not?
Witness: Because I contracted to do the work.
Mr. Dixon: I think he means an estimate, my Lord—that is really what he signed.
His Honour: Yes, that's what I thought.
Lo Tack said he was assistant to the last witness, and spoke as to the work done by plaintiff for defendant, and to the payment made.
Wong Fook Chau, defendant, said that the work was done and he paid Leung Chiu, assistant to the plaintiff.
Mr. Dixon: Have you paid the amount in full?
Witness: Yes, I have.
Mr. Dixon: Where is Leung Chiu.
His Honour: That's the point—he has run away, probably, and you are suing the wrong man. I don't think it's necessary to run up costs further by subpoenaing the inspector, unless you think it necessary, and then I'll give you an adjournment, if you like.
Mr. Dixon: Well, all the inspector could say would be that the work had been done satisfactorily, and I don't think my friend disputes that.
Mr. Otto Kong Sing: No, my Lord, I do not dispute that—the work was done and paid for, as we have proved.
His Honour: Yes; there must be judgment and costs for the defendant.
His Honour: Mr. Otto Kong Sing, and my costs for previous attendance, my Lord? I think I am entitled to them.
His Honour: Well, I don't think you are, my Lord.
His Honour: Yes, that's the best thing to do. The Court adjourned.

ALICE MEMORIAL HOSPITAL.

15th inst.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—
R. G. O. passage money fund \$50
Tai Shing Paper Manufacturing Co. 25
S. W. To 20
H. W. To 20
A. Friend 10
H. G. Calthrop 10
A. B. Gordon 10
"B. L." 10
Luigens Einsmann & Co. 10
C. C. Maxon 10
A. Rodger 10
Hon. Mr. T. Sercombe Smith 10
T. H. & Co. 10
W. H. Wickham 10
Phiroosha B. Petit & Co. 10
C. Abbot & Co. 10
Bismarck and Co. 5
M. H. E. Elias 5
Erich Georg 5
J. Gr-gory 5
Jorge and Co. 5
C. V. Lloyd 5
McGregor Bros. and Gow 5
H. Rutledge 5
G. L. Tomlin 5
Woolwalla and Co. 5
C. A. Camero 5
Ellis, Kadoorie 5

THE Japanese papers state that the authorities have now definitely decided to increase the minimum salary of police constables from 70 p.m. to 121.

PIRACY IN CHINA.

VIEWS OF A WEST RIVER TRAVELLER.

Whilst the tragedy on the West River steamer *Saiman* stands out in clear outline in the minds of our readers and before its main features become blurred and indistinct, or, lose their hold on the memory, it may be of advantage to place the dire event in its historical setting, giving to the piratical raid consideration in relation to Chinese social life on the one hand and to foreign intercourse with China on the other.
The knowledge which the West had of the East on the Kwangtung coast-line and beyond in part knowledge of pirates, and their evil doings. Portuguese prowess, at a time when the maritime enterprise of Portugal gave her the lead in these seas, was directed to the putting down of piracy. By aiding China to sweep the waterways clear of these pests to civilization, Portugal made good her footing in Macao. It should not be forgotten or overlooked that from the first days of foreign settlement in South China, such occupation has been rendered possible by the intervention of Western nations in policing the waterways needed for their traffic with this great Empire of the East.

CHINESE BENEFITS.
Among the chief benefits to China arising out of the British occupation of Hongkong, was the suppression of piracy in the waters of the Colony. The first Chinese records of Hongkong are said to date from the thirteenth century. The island was then a piratical stronghold, and the pirates were steadily forced to retire with varying success to destroy or drive out sea-robbers, the story of early decades and centuries is largely one of ineptitude on the part of the Government and of open defiance of law and order on the part of piratical hordes making this island their headquarters. There is evidence that the system of blackmail levied on craft passing through what is now the harbour of Hongkong was complete, and exacting, was rigidly enforced. The island was a pirates' island; the higher elevations of the Peak district served as lookout stations and no boat that approached was permitted to leave the island till toll was taken.

HEREDITARY PIRATES.
That piracy which has become hereditary among the worst classes of seafaring people is not easy to check, still less to stamp out, it is witnessed by the records of the British rule. This form of crime threatened to imperil commercial enterprise and to retard the development of the new Colony. It was, indeed, a formidable factor in a situation that seemed beyond the resources of law and order to cope with. That a better time came when life and property under the British flag was made and remains sacred whether ashore or afloat is due to the patient and persistent endeavour to bring the administration of British law in Hongkong into line with the administration of British law throughout the world. In China many things remain as they were in spite of Western impact, the object lessons afforded by Western civilization, and the pressure brought to bear by Western diplomacy. Among the bad things that abide is riverine piracy.

"ROBBERY UNDER ARMS."
The Kwangtung province is a network of navigable rivers and streams. On its waterways is borne merchandise of value to arouse the cupidity and to challenge the daring of desperadoes—skin apiece to those who infested the waterways of Hongkong and Macao.
To have travelled occasionally on the rivers of South China is to have heard stories told by boatmen and native fellow-passengers, of robberies under arms accompanied often by deeds of violence, to make the blood run cold, and to succeed in keeping passage boats or in house boats hired by the day or month almost invariably bring the non-Chinese traveller into contact sooner or later with robbers. It is safe to affirm that of the many missionaries whose work takes them at stated times into the interior of Kwangtung there are few who cannot tell of adventures with robbers and pirates ending usually in the loss of money and baggage. In the safest times there are always "unsafe" districts and under a weak regime whether of high provincial or local authority few districts can be accounted safe. Conditions on the rivers have their parallel on shore. Robber bands scour the country attacking and raiding the villages. Should resistance be offered it is met by the use of firearms and other weapons. Where villages and hamlets on a wide country side unite for mutual protection, the robbers are repulsed, but the alternative is to submit to blackmail collected as the price of immunity from pillage. Wide regions of country are wholly unsafe after darkness has fallen and in these places no wise man will go outside of village during the hours that intervene between sunset and sunrise.

SOME CAUSES OF PIRACY.
In bad years when crops fail the dangers are greatest. Where opium smoking and gambling are rife there is generally high-handed robbery and other crimes of violence. This being an aspect of life in the Southern provinces, tragedies like the *Saiman* disaster will recur as non-Chinese, responsible for riverine navigation relax their vigilance. During the past thirty years piracy on the *Saiman*, *Namoa*, and *Greyhound* have shown the preparedness of the Chinese sea robbers to take every advantage of unwatchfulness. In each instance the action is the same. Information is obtained of treasure or cargo of special value. A plot is laid to secure the booty. Robbers disguise themselves as passengers go on board and mingle freely with the law-abiding. Other members of the gang are told off to receive the spoil at a given point in junks manned for the purpose. At a preconcerted signal the pirates have recourse to arms and seeing that the only resistance to be anticipated is from the foreigners on board obviously the first thing to be done is to render impossible such resistance. Methods of procedure on the *Saiman* bear the closest possible resemblance to those in vogue since the earliest successful attempts to plunder steamships owned, controlled and navigated by non-Chinese.

A HINT TO SHIPOWNERS
The inference from what is written above is sufficiently clear. If coasting and riverine steamers are to be run without the risks that have attended navigation on the West River, it can only be by adequate provision on the part of shipowners against river pirates who embark as passengers. The Chinese Provincial Government may promise sufficient protection, but it is necessary to fulfil its promises of to carry out its intentions however good in the direction desired. In a reformed China, under a less corrupt administration, when crimes of violence such as now prevail throughout the two Kwang Provinces have become fewer, when the strong, just hand of those who govern is raised to shield the helpless and to punish wickedness and vice, sojourners from the West may rely on governors, prefects, and magistrates to grant the strangers within their gates the needed protection to travel. Till then they must look to themselves, and

the placing of a sufficient number of armed guards on every river steamer will be the re-introduction of a practice which twenty-five years ago rendered the Canton river boats absolutely safe. Considerations of comfort, speed, and economy should, from the passenger's viewpoint, give place to considerations of safety, and only the steamers that are guarded, as were the Canton boats in earlier days, be used by non-Chinese as a means of travel through dangerous waterways.—Contributed.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER CONVICTED.

16th inst.
Further hearing of the case in which Ip Sing the master of a gun shop, of No. 326, Queen's Road Central, was charged with submitting a false return to the Captain Superintendent of Police, relative to the quantity and quality of the guns in his possession, was concluded before Mr. F. A. Hazeland, at the Magistrate's Court, this morning.
Detective-sergeant Grant prosecuted on behalf of the Police, and Mr. C. F. Dixon, in the office of Mr. John Hastings, defended.
There were no witnesses to be examined for the defence and Mr. Dixon addressed the Court at some length. He said in part that his client had not the slightest intention of deceiving the police when bogus guns were substituted for good ones. It was only carelessness on their part.
His Worship held that the offence committed by the defendant was a very serious one. It was his opinion that the guns were sold to pirates—presumably those on the West River. The defendant would pay a fine of \$80, and the bogus rifles would be forfeited to the police.

KOWLOON DIVERSIONS.

WATCHING FOR THE UMBRELLA THIEVES.

16th inst.
Some fancy umbrellas appear to have taken the fancy of Kowloon thieves. Umbrellas which have been placed in the hat-stand one minute have disappeared the next. Several houses have been visited in this manner and gangs have vanished, but the thieves could never be caught. "Special watches" where danger lay and kept away. Immediately the watches were gone, away goes another umbrella. "There is no difficulty in the way of the umbrella thieves to remove what they want, undetected, from some houses in Kowloon, and even in Hongkong. The main door of a house is left wide open and the hat-stand can be seen from the street. The "boys" of the house are at the back master at office, and the mistress upstairs and the entire portion of the ground floor is deserted. The umbrella thief knows that, simply keeping the house, he intends to rob under observation for a few days, the chance will arrive when he can remove what he thinks is worth taking. On the 15th ultimo, three umbrellas, valued at \$15, disappeared from the house of Capt. U. L. Price, R.A., at 11, Humphreys Avenue. The loss was reported to the police, the pawnshops were watched, and yesterday two men were arrested, who are alleged to have been concerned in the theft. On Friday last, a coolie walked up to the hat-stand of No. 1, Conner Terrace, Kowloon, the residence of Captain S. H. Bell, son of the steamer *Gregory*, and came away with four umbrellas, including that of a lady. His action was seen by a ricksha coolie and soon the "umbrella man" was making the pace. He was, however, arrested. At the Magistrate's Court, this morning, before Mr. H. H. J. Gompertz, Inspector Langley prosecuted the coolies for theft. In the case of Captain Price, the Inspector applied for a remand, holding that he expected to recover other property which the coolies had stolen. In the case against the man who robbed Captain Bellson his Worship sentenced accused to six weeks' hard labour and six hours' stocks. Kowloon would do well to keep their eyes on their hat-stand.

BOY THIEVES ARRESTED.

WOMEN VICTIMISED.

15th inst.
At the Police Court this morning, before Mr. H. H. J. Gompertz, Inspector Goulay, of No. 2 Police Station, charged a school boy, and a servant boy—both fourteen years old—with stealing a gold ear-rings, valued at \$12, from a woman residing at 91, Queen's Road East, on the 13th instant. A jeweller named Chan Fai, of 179, Wellington Street was also charged with receiving the ear-rings from the boys, well knowing that the thing was stolen. The boys pleaded guilty to the charge, while the jeweller, who was represented by Mr. R. A. Harding, pleaded not guilty to receiving stolen property. Inspector Goulay said that the woman, from whom the ear-rings were stolen, was the aunt of the school boy. Prompted by the second boy, the first defendant went to his aunt's house, when he heard she was out, and removed the ear-rings. This it was alleged, they took to the third defendant—the jeweller—shop and sold.
His Worship ordered that defendants receive twelve strokes with the birch each. As regards the case of the jeweller, Mr. Harding asked for a postponement on the ground that he had only just been instructed. His Worship adjourned the case until noon, releasing the jeweller on bail of \$200.
When the case was called on again Mr. Gompertz, who was engaged in another case, transferred it to Mr. Hazeland's Court, who adjourned it until this afternoon. Mr. Harding, addressing the Court later said that the defendant's shop was one of the largest in the Colony with a capital of \$50,000, and that it would be ludicrous to think that they would purchase stolen property. He called evidence to prove his case, after which his Worship discharged the defendant.

A case, which in part was similar to the one related above, came from West Point, and was heard by Mr. F. A. Hazeland, this morning. Inspector Collett charged a seventeen-year-old boy with stealing from a servant maid, of 462, Queen's Road West, a gold ear-ring, valued at \$15, on the 10th instant; two coolies were also charged with aiding and abetting the lad to steal the ear-ring, and Ho Shan, an assistant, in a shop at 39, Queen's Road East, was charged with receiving the stolen pin. The boy pleaded guilty to the charge of theft; the two coolies denied the charge of prompting him to steal, and the assistant, who was defended by Mr. F. G. Barlow, of Messrs. Goldring and Barlow, also entered a plea of not guilty. Inspector Collett said that the complainant—a servant girl—was going on an errand on the day in question, and when she entered Des Voeux Road West the first defendant rushed up behind her, grabbed the ear-ring and bolted. He was subsequently joined by the two coolies, who took the pin to a shop and sold same for \$13.50. The money they divided between them.

The case was remanded.

HONGKONG MEAT SCANDAL.

DISEASED PIGS AT THE ABATTOIR.

17th inst.
Cattle Inspector J. T. Cotton, of the Kennedy Town Cattle Depot, charged two coolies before Mr. H. H. J. Gompertz, at the Police Court, this morning, with removing a dead pig into the slaughter house for the purpose of dressing it for human food. Inspector Cotton said he was in charge of the Kennedy Town Cattle Depot. At a quarter past four yesterday afternoon he saw the two defendants attempting to smuggle the carcass of a dead pig into the slaughter-house. He stopped the men and on examining the animal he found that it had been dead for about two or three hours. Death was due to heat apoplexy. The flesh was feverish and high in colour. Continuing, the inspector said that this has been the continual practice of coolies, but they were seldom caught as men were employed simply for that purpose, although it cannot be proved. The custom in vogue at the depot is that pigs to be killed must be confined in the swine depot for forty-eight hours so that they can be thoroughly examined before being slaughtered. As often occurs, pigs die in the swine depot before they can be examined, and the coolies make attempts to smuggle their carcasses into the slaughter-house and have the animal dressed and served, instead of suffering the loss, which they would have to do under ordinary circumstances.
The defendants said that when they got the pig out of the swine depot it was alive and well. When the inspector stopped them it died.
His Worship imposed a fine of \$5 each.

MALAY SRIKE IN HONGKONG.

YEARLED FOR NATIVE CURRIES.

17th inst.
Because they were minus a cook, and had to do double work on board, on account of the shortage of men, forty Malay seamen—twenty deck hands and a like number of firemen—the crew of the steamer *Viviana*—declared that until they got what they wanted from the captain not a stroke of work would be done by them. It was not solely because of the absence of their favourite cook, who thought it wise to desert in New York, that they were not served with Malay dainties at table, but it was the opinion of those on board that there was some other grievance behind that. They thought that the crew knew that they could obtain better jobs in Hongkong and higher salaries, and they wanted to be paid off.
Captain John M. Crocker did all he possibly could to effect a reconciliation with the men, but he failed, and then he turned them over to Inspector Langley, of the Water Police. The men appeared before Mr. H. H. J. Gompertz, at the Police Court, this morning, when the grievance of the twenty deck hands was heard.
Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defendants.
His Worship wanted to know, when the men were placed before him, why they were not taken before the Harbour Master, but Inspector Langley stated that since his Worship had decided, on the 8th instant, to hear the case of the fifteen he thought that as the deck hands were from the same vessel it was the proper thing to bring them to the Police Court also.
The charge against the men was disobeying the orders of the captain, and Mr. Grist submitted that the men might have been justified in disobeying the captain's orders. It might also have been under extenuating circumstances, such as a ship registered to carry a crew of twenty men, while there are only fourteen men on board.
"But the captain says that men deserted at New York," explained the Court.
"Yes," replied Mr. Grist, "I heard of that, but the ship was not at different ports since she left New York. They were lately at Penang and Pulo Way and surely they could have obtained more men at the latter port."

On consulting the captain, his Worship said that no Malay seamen could be obtained at Pulo Way.
Mr. Grist added that it was very unreasonable to have men working short-handed for eight months.
"If the men have a grievance let them see the Shipping Master, it has nothing to do with me. It is a case for the Harbour Master," said Mr. Gompertz.
It was then said that the men had already interviewed the Shipping Master and that he had held there was no grievance and sent them back to the ship.
The captain said that he would undertake to get men to fill the places of the deserters.
Mr. Grist: I quite understand the difficulty the captain has in engaging new men, but if he found that he was short-handed the proper thing for him to do would have been to discharge the Malay crew and engage a fresh crew of other nationalities. The men were justified in not working.
(To the captain): Have you got men to take the deserters' places?
The captain: I have made arrangement with the Shipping Master about that.
His Worship: When can you get the other men?—If the defendants return to duty I will get them at once.
Mr. Grist added that without a cook, and the men doing double work, there was no doubt that they were not anxious for the job, besides there was no security to show that they were not going to continue doing the same for two years.

The question of a postponement was talked of so that Mr. Grist could see the captain and come to some arrangement about putting the men aboard. Mr. Grist contended that under the circumstances the men should be released on bail, but the Court was doubtful about the matter. Mr. Gompertz held that the wages current in the Colony were higher than what they received, saying that they preferred to have the captain pay Chinese—as the captain was doing now—out of the wages due them than return on board.
The case was adjourned for one week. Bail \$5 each.

INSPECTOR Dymond, formerly in charge of Mount Gough Police Station, the Peak, has been transferred to Aberdeen Station, whilst Inspector MacHardy, late of Aberdeen, is now in charge of the Station on the Peak.

THE HARBOUR NUISANCE.

The action of the Hon. Captain Barnes-Lawrence, R.N., in severely reprimanding the masters of several launches for the intolerable nuisance caused by the excessive and unnecessary use of their steam whistles will be universally endorsed. From early morn till dewy eve the harbour resounds with the ear-splitting, deafening, and altogether unnecessary whistles. Even in the dead of night, when one might be inclined to think that the wailing of the bay could proceed without a continual variation of clamant discordance, the hooting and shrieking of the whistles continue unabated. The masters of the steam launches seem to take a fiendish delight in piercing the stillness, and they have cultivated the art so assiduously that they can run up the whole gamut of discord without a sin in repetition. During the busy period of the day, the whistling is partly drowned by the hum of the city, but afterwards it is painfully patent. We all had the idea that there was some illegality in the perpetual clamour created by the launches, but we suffered in silence, although there must have been many an uncomplaining and stifled private voice. It is necessary that the launches should be continually emitting these raucous noises we might possibly endure them, but when we know that they are needless and unlawful the pain is all the more intense. Fortunately, the Harbour authorities have taken the matter in hand, and inaugurated a campaign against the disturbers of the peace. The masters of three launches were charged before the Harbour Master yesterday with "unlawfully using the steam whistles" of their launches. One of the defendants, it was stated, gave a couple of blows when one only was necessary; another repeated his so-called signals out of pure joyousness of spirit; while the third man blew "long blasts" without rhyme or reason. Anyone who has stood on Blake Pier in the evening must have been struck by the happy heedlessness with which the masters of launches give vent to their feelings through the medium of the steam whistles. They curse and swear at each other in the most atrocious fashion, and if there is no other launch or sampan in sight they deride the horizon. That sort of thing should be put down with a firm hand. The three men who came before the Harbour-master yesterday, may consider themselves lucky in getting off so cheaply as they did. Captain Barnes-Lawrence will have the support of the community should he deal sternly with those who contravene the law by making night and day hideous with their steam whistles. It is to be hoped, however, that the owners and masters of steam launches will be informed of the Harbour-master's remarks, and abide in future by the letter of the law.

A HONGKONG "SCANDAL."

Once again Hongkong has risen nobly in the occasion. A scandal of the attention of the world would be diverted from the doings of the premier pig of the world by the attractions of the Chicago scandal. Hongkong has produced a neat episode of its very own. Better to be reviled than unnoticed is the motto of Hongkong, and accordingly our thoughts are now directed to pigs. Not the succulent variety or the fine, fat, fleshy pigs of the mainland, but the pigs which have refused to live in Hongkong. The question of pigs comes naturally to the mind in the Far East, for was it not in China that the beauties of "crackling" were first discovered? Consequently we have to Chicago the honour of converting calves into pigskin pie while we seek to recall the wavering allegiance of the world to the fact that the pig question is all important in this outpost of the Empire. The "scandal" is truly serious, and were it not that people in Hongkong are of a phlegmatic cast of mind and afraid of the bogey of sensationalism it is quite possible that the question of pigs would have evolved into a pig strike. The local authorities have built a very fine abattoir for the reception and slaughter of the Chinese delicacy, but they demand that the pig shall arrive in the full possession of its faculties, in order that it may have all the advantages of modern science when about to shuffle off this mortal coil. But two are ever obedient to the law, and occasionally happens that despite the best efforts of the owner, a pig will die a natural death, without the benefit of clergy, so to speak. In that event, the pig is regarded as an outcast, an unconsecrated heathen, unfit to grace the festive board of aristocratic Hongkong. Unfortunately, this depravity on the part of the pig means financial loss to the Chinese owner and a pig has been evolved into a pig strike. The sanitary authorities, as usual, have laid down hard and fast rules on the subject of pigs; they declare that pigs which are to adorn the sideboards of our gentry must have spent 48 hours in the abattoir prior to the happy despatch, grumping up the sundry crusts and jetsam flung to it by the ever-anxious owner. Then having proved itself worthy, the pig may be served where the pig shall be consumed, and it is ticketed with the official marks of grace. But when a pig refuses to live in sight of the abattoir the owner induces some friends to introduce the dead pig into the refuge as that it attempt to evade the stamp-duty may be thwarted. That is against the law but the scheme is occasionally successful. Yesterday, however, a couple of coolies were detected at the game—probably the healthy, dutiful and, straight-forward grunter to the pig, and he had been an impostor. The coolies, who are little better than body-snatchers, were taken before the Magistrate and charged. Their defence was most conclusive of the malignity of pigs in general and this pig in particular. It did not realise that it was a pig in clover when it came to the abattoir and the sight of the Inspector shocked it. Indeed, it was shocked to death, or as the coolies put it, "When the Inspector approached the pig died." This was in utter and disgusting disregard of all the rules and regulations. The Magistrate was lenient—too lenient some may think, but perhaps Mr. Comper does not eat pork, or again he may have had an eye on the sensational aspect of the case. Because the pig willfully and notoriously contravened the law, the coolies were fined \$5 each. The pig Inspector bravely endeavoured to show that the practice of dumping dead pigs was a common one, so here we have all the elements of a first-class gold-mounted, silk-laced, triple-expansion world-universal. What becomes of the dead pig? Are they converted into potted quail or stuffed snipe, or do they reappear as baby's food, serve reviver, fat reducer or Kennedy's Tonic kippers? That is the question of the day. Chicago may well look to its laurels, for Hongkong refuses to stand in the background. If there is to be a "scandal" then Hongkong must be heard on the subject.

"But she is not the defendant in this case," remarked his Hon. Mr. A. G. Wise, Puisne Judge, in the Summary Court on Friday, when the solicitor for the defendant in a case of Jan A. Sham versus A. Ogilvie, handed his Honour a doctor's certificate of the wife's "so what on earth do we want with this certificate?" "She is not the defendant, it is true, my Lord, but she is a very material witness, and as she cannot appear we ask for an adjournment." "Allowed for one week."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE HUNGHUTZES AGAIN.

ENCOUNTER WITH JAPANESE.

A STUBBORN FIGHT.

[From Our Own Correspondent.]

Shanghai, 11th August, 12.15 p.m.

On the 8th inst. mounted bandits [Hunghutzes] again attacked Pitsewo. The Japanese police made a counter-attack on the raiders, whereupon a stubborn fight ensued. Ultimately the bandits were repulsed leaving five dead, besides a large quantity of rifles and ammunition which they had to abandon in making good their retreat.

ANOTHER PIRATICAL ATTACK.

BRITISH LAUNCH HELD-UP.

CREW KILLED AND WOUNDED.

[From Our Own Correspondent.]

Wuchow, 11th August, 11.50 a.m.

The British steam-launch *Wing Fat* was pirated close to Wuchow last night.

An encounter took place between the pirates and the crew of the *Wing Fat*.

The casualties are: one man killed and three others wounded.

After holding up the launch the pirates ransacked it at pleasure, and succeeded in carrying off booty to the value of five hundred taels besides one chest of opium.

[From the text of the despatch it could not be gathered whether the casualties were among the marauders or the crew, presumably they were among the latter.—Ed., H.K.T.]

Togo's FLAGSHIP.

SUSTAINED SLIGHT DAMAGES.

[From Our Own Correspondent.]

Shanghai, 13th August, 12.10 p.m.

It has now been ascertained that the damage which has been sustained by Admiral Togo's flagship *Mikasa* is comparatively slight.

That she will be brought up to her former fighting strength is regarded as certain.

THE YUEH-HAN RAILWAY.

HONGKONG SHAREHOLDERS' SUSPICION.

INSTRUCTIONS FROM THE PEKING SHANGHU.

Peking, 11th August, 11 p.m.

To Chang Kang Yu, Esq., Chairman, Hongkong Shareholders' Association.

We, the Shanghai [Board of Commerce], have received your telegram which states that the statement of receipts and disbursements of the Yueh-han Company's monies has not been duly published, and shareholders are consequently in a state of apprehension and suspicion, and you urge that the subscriptions should be deposited with a reliable Bank.

The contents of your despatch have been duly noted. We have already telegraphed to the Viceroy of the Two Kwang and Taotai Tseng instructing them to deposit all the shareholders' money into reliable Banks, and also to have accounts of all receipts and disbursements reported to this Board, so as to regain the confidence of the shareholders in the Company.

[We are enabled to publish the above telegram by courtesy of the editor of the *Chung Kuoh Po*—The China—Ed., H.K.T.]

MANCHURIAN RAILWAYS.

OPERATING COMPANY'S PROPOSALS.

ACCEPTED BY THE JAPANESE GOVERNMENT.

[From Our Own Correspondent.]

Shanghai, 15th August, 12.35 p.m.

The Committee appointed by the Japanese Government to deal with questions affecting the Manchurian railways have agreed to the regulations proposed to be put in force by the operating company.

MALAYAN EXHIBITION.

WONDERFUL SHOW AT SINGAPORE.

H. E. SIR JOHN ANDERSON WAXES ENTHUSIASTIC.

[From Our Own Correspondent.]

Singapore, 16th August, 12.35 p.m.

The Malayan Agricultural Show was formally opened to-day by His Excellency Sir John Anderson, in presence of an immense gathering representative of all classes in the Straits Settlements and the Federated Malay States.

There was an amazing display of native arts and crafts.

The exhibition of agricultural products and samples of fruit grown in Malaya was abundant and exceedingly choice.

Rubber tappings, which showed the great strides made in the cultivation of this product, were a plentiful show.

A great number of residents came from the Federated Malay States to view the exhibition, and all were loud in its praise.

Few had any conception that Malaya produced such a variety of agricultural articles.

The animals which had been entered were of high class and breeding.

The Governor, in his opening speech, declared that the show would become an annual institution, by which it was intended to foster agriculture and encourage the cultivation of the soil, thereby bringing permanent prosperity to the land and increasing the riches of the population.

The show will be open for three days.

NEW STEAMSHIP SERVICE.

BETWEEN MANCHURIA AND HONGKONG.

JAPANESE PROJECT WITH TEN MILLION YEN CAPITAL.

[From Our Own Correspondent.]

Shanghai, 16th August, 2.10 p.m.

The Japanese authorities in charge of the railway administration in Manchuria intend to inaugurate a steamship service in connection with the railway.

The vessels, it is reported, will carry cargoes of Fushun coal from Tairen (Dahly) to Hongkong and Shanghai.

For the return journey they will endeavour to secure cargoes of the articles which are specially required in Manchuria.

The service will start operations with a capital of ten million yen.

SHIPPING COMBINE.

TRADE ON THE YANGTSE.

JAPANESE FIRMS IN CO-OPERATION.

[From Our Own Correspondent.]

Shanghai, 17th August, 12.55 p.m.

Negotiations have been concluded between the Nippon Kaisha, the Osaka Shosen Kaisha and the Dai-ni-tan Kaisha with regard to the Yangtze trade.

It has been decided that the three lines in question shall combine to carry on the trade in Japanese bottoms on common account.

ANOTHER LAUNCH PIRATED.

TWENTY PASSENGERS WOUNDED.

PIRATES SECURE VALUABLE BOOTY.

[From Our Own Correspondent and by Arrangement with the CANTON DAILY NEWS.]

Canton, 17th August, 0.20 p.m.

The steamer *Kaiping* was attacked by a gang of pirates on Wednesday, 15th inst.

Thirty passengers, who had embarked on the vessel, suddenly revealed their true character, when the *Kaiping* was opposite Kaichow.

Several of those on board attempted to overpower the pirates, with the result that a sharp fight took place.

Twenty of the passengers and crew were wounded in the mêlée.

The piratical gang ransacked the *Kaiping* and when they had collected their booty, it was passed into two small boats which were in waiting.

It is rumoured that the pirates succeeded in carrying off money and goods to the value of 6,000 taels.

"KAIPING" LOOTED.

THREE PASSENGERS KIDNAPPED.

SHARP FIGHTING ON BOARD.

[From Our Own Correspondent, by Letter.]

Canton, 17th August.

The steam launch *Kaiping* left Canton at 5 p.m., on the 15th inst., on her usual voyage to Kaichow.

When she arrived in the vicinity of An Ka Chai, near Yung Ki, a gang of pirates numbering ten or twelve, boarded the launch.

The passengers showed fight, but the pirates being well armed and desperate beat down all opposition.

Three of the passengers were kidnapped, and so far as I can learn at present, two were wounded.

The pirates made a thorough search of the *Kaiping* for money and valuables which they carried away.

When the pirates had disappeared, a report of the occurrence was made to the Commissioner of Customs. The *Kaiping* was stopped running on her usual journey next day.

FURTHER PARTICULARS.

AN UNOFFICIAL STATEMENT.

The *Kaiping*, says our contemporary in Canton to-day, is a passenger boat running between Canton and Hongkong. Her Canton agents are Patel & Co. The *Kaiping* left Canton about 5 o'clock on the 15th on her usual trip with about 100 passengers on board. She also picked up more passengers en route. Just before dark, the pirates about 20 in number, some of whom had come on board at Canton and the remainder at Lin Fa, near Su Lam, suddenly started the attack. Some went to the engine room and others to the upper deck. In the mêlée that ensued a fireman was shot through the chest and the Chinese chief officer through both legs. The two men are now at the medical hospital in Canton where the chief officer has had to have a leg amputated and the fireman is not expected to live.

The pirates seized about 4000 dollars in hard cash and also kidnapped 3 young men, rich men's sons, from whom no doubt they will expect a heavy ransom. They then ran the launch on to a sandbank and decamped. Some time later a Chinese gunboat that was passing towed her back into the channel and she continued her journey.

We have to deplore the serious earthquake at San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss and our business has been carried on without interruption, thanks to the energy of our agent. (Applause.)

It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager.

Our Chief Manager Mr. J. W. Smith is in Europe on furlough on the 30th May; we expect him back early next year. During his four years' management Mr. Smith has enabled us to place before you a succession of splendid Reports. (Applause.) Increased returns to Shareholders and the strong position our Bank is in to-day, testify more eloquently than I can to his unparalled devotion to our interest, and your Board is glad of this opportunity to record their high appreciation of his services and also of those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved. (Applause.)

Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence. (Applause.)

Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions.

There being no questions I beg to propose the adoption of the report and accounts as presented.

HON. MR. E. A. HEWETT'S CONDS.

The Hon. Mr. E. A. Hewett, in seconding the adoption of the report and accounts, remarked that after the very lucid explanation which had been given by the Chairman the statement to be said. In view of the manner in which the meeting had received the statement with regard to the building up of the reserve fund it was quite unnecessary for him to say that he felt the very sound policy adopted by the Bank for many years past would meet with the entire approval of the shareholders. (Applause.) With regard to the matter of property the Bank had followed a very sound principle and it was a further illustration, if one were required, of the increasing needs of the Bank owing to the increasing business. It was to be trusted that the Chinese Government would give attention to the coinage question. Many representations had been made to that Government of late years on that subject both by the diplomatic and commercial bodies in China; it was to be hoped that these representations would take effect very shortly. The existing system constituted a serious danger to the Empire and all those connected with the prosperity of the country. He was sure they would all endorse the remarks of the Chairman as to their regret at the death of Mr. Bevis who had been for so long connected with the Bank and had rendered faithful service to it. He had been associated with the Bank for a very long period and to many of them he was a warm personal friend. The only other point to which he wished to refer, was that regarding the Chief Manager Mr. Smith. It was very satisfactory to find that the Chief Manager had been able to produce so satisfactory a report, and that the business enabled him to give increasingly satisfactory reports. (Applause.) He begged to second the adoption of the report and accounts.

The report and accounts were unanimously adopted.

The Chairman then moved the adoption of the Report and Accounts and the motion was carried.

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the block immediately to the West of our present building and to the North of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in Sourabaya. The building is in course of erection.

We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities to what we consider a safe reliable value of £1,000,000 sterling and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2½ Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to \$10,023,932.94 at current rate of exchange.

As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at \$10,950,000 or \$3½ lacs more than our Capital.

Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and the management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves. (Applause.) It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval. (Applause.)

Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalent of current rates of exchange in addition to fixed and fixed currencies, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £10,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite duller trade during the six months under review we are able to record a 1½ per cent increase of business.

The resulting profit—peak for themselves.

When we met six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures.

This however has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of Copper Cash and Silver Subsidiary Coins by the Provincial Governments in China is also responsible in no small degree for the present depression; the natural result being a serious curtailment in the purchasing power of these coins.

Satisfactory however to note that the Central Government is now alive to the danger involved, so far as the minting of Copper Cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the Canton Mint. Notwithstanding the adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still, we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next.

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